

Latitude 38

VOLUME 306 December 2002

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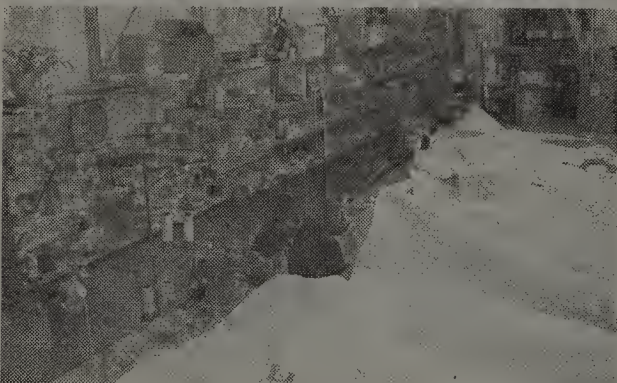
Step into our new office and you'll see more room to discuss new sails, evaluate repairs and browse through racks of Musto foul weather gear and Dubarry boots and shoes.

Walk onto our sailmaking floor, the largest in Northern California. Dozens of skylights add high quality diffuse light to the already well-lit space. An innovative recessed walkway along the back wall allows flush-mounted sewing machines and a table-level working surface.

Climb the stairs to our mezzanine where you'll see our computer controlled plotter/cutter on the vacuum table, along with an assembly table and a special roller-equipped seaming platform.

On the main floor a second 'trench' is dug out in the handwork area, allowing sails to be finished at floor level.

**AND... you are invited to our
Grand Opening / 30th Anniversary Party
Friday, January 10, 2003, 6-10pm (R.S.V.P.)**



Sails in need of repair may be dropped off at: West Marine in Oakland, Richmond or Alameda; BoatUS in Oakland or Svendsen's in Alameda.



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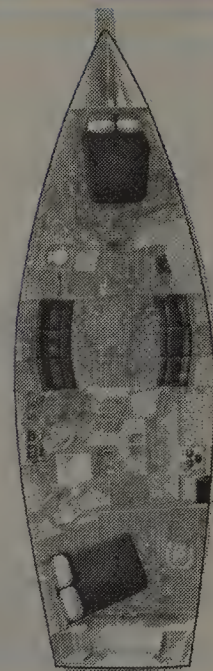
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We Are Offering Six New Yachts for 2003...

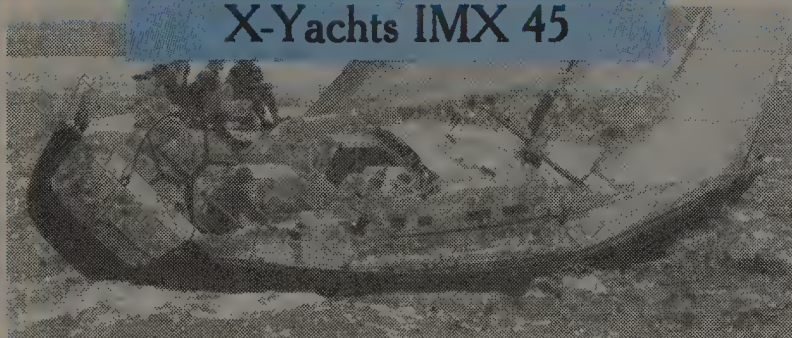
Island Packet 485... Extraordinary

NEW



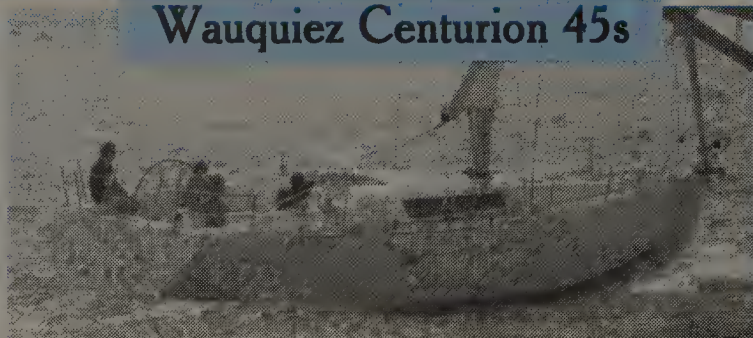
The new 485 deck salon center cockpit is simply amazing. Everything about this boat seems perfect, from the enormous and elegant interior to the extending boom dinghy launcher, secure cockpit and raised deck saloon. This liveaboard world cruiser is the most impressive new design that we have seen in years. In the just completed Caribbean 1500, hull #1 of the new 485 finished fifth on elapsed time out of 46 starters behind a 50-ft racer, a Swan 56 and two 60-footers. The 485 is strong, comfortable, safe and fast, with great resale value and a reasonable price.

X-Yachts IMX 45



How would you like to own one of the fastest and most beautiful 45-footers on the West Coast. What if you had a real chance to win any racing event you entered? What if this carbon-rigged rocket was easy to handle and had a gorgeous interior that your guests will enjoy? What if the price was not outrageous and you could have your new IMX 45 by spring?

Wauquiez Centurion 45s



The legendary Centurion line of offshore performance cruisers by Wauquiez has returned. This new 45s is all about beauty, sailing performance, elegance and high quality infusion construction. This stiff and quick performance cruiser can be highly individualized to fit your exact needs, including the need to stand out above the ordinary.

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Island Packet 380, 2002 \$235,000



Catalina 380, 1998 \$139,950



Beneteau 38s5, 1992 \$102,000



Beneteau 35s5, 1989 \$59,950

Beneteau 45f5, 1993 \$195,000

Beneteau 40.7, 2002 \$179,000

Beneteau 36cc, 1998 \$124,900

Beneteau 350, 1989 \$58,000

Island Packet 35, 1999 \$114,000

Catalina 380, 1998 \$139,950

Catalina 320, 1995 \$69,900

Cal 40, 1968 \$39,000



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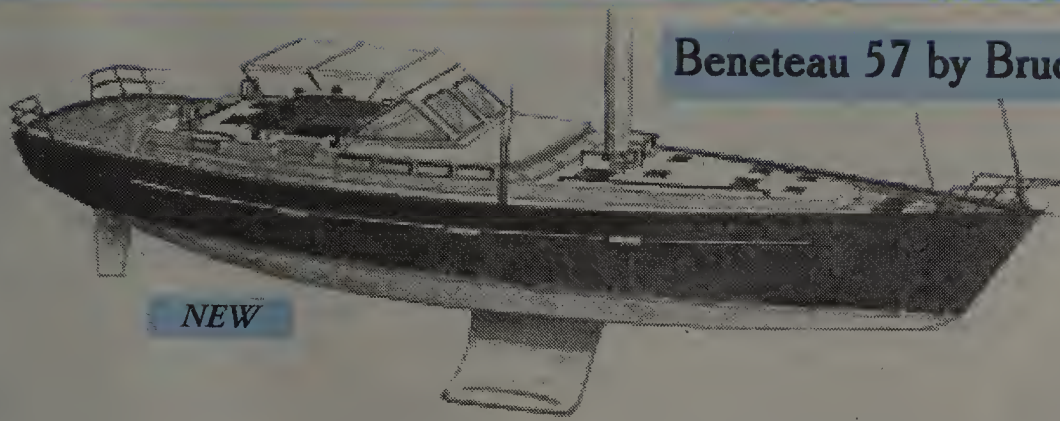
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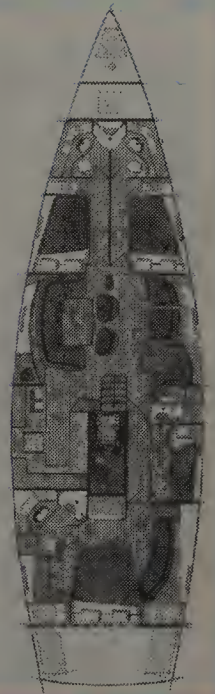
Thanks to all our clients for the great year!

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NEW

Beneteau 57 by Bruce Farr



Beneteau has utilized all of their vast resources to offer this new Bruce Farr designed world cruiser at an amazingly low price. This is the Beneteau 57 that everyone expects. Performance by Farr Yacht Design with comfort and luxury to go wherever your dreams lead you. A modern yacht with a traditional purpose: to keep you safe whatever the conditions. The Beneteau 57 is an all new authentic blue water cruising yacht for demanding sailors. She offers many innovative design features and a very high level of finish. Order yours before the normal production pricing goes into effect.

Beneteau 42CC TransOcean Express



in stock

Beneteau 423 TransOcean Express



NEW

This new series of offshore cruisers are specifically designed for swift passage making and exceptional liveaboard comfort. They feature hulls inspired by the Open 60s, with ergonomically designed cockpits, abundant storage, exceptional interior light, and extensive standard equipment; all at very affordable pricing.

Beneteau First Series is by Farr... 47.7, 40.7, New 36.7



The Leader of the Pack

The 47.7 is an exceptionally beautiful yacht. She leads her class in quality, value and performance. True to her Farr heritage, she is wickedly fast and an absolute delight to sail.



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The Bruce Farr First 36.7

is the fastest selling mid-sized boat in the U.S., with rapidly growing one design fleets. The 36.7 is wicked fast but is also a great family cruiser.

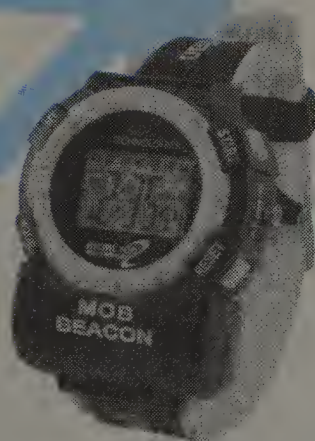
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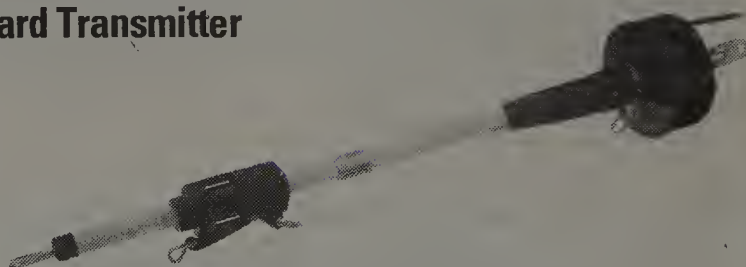


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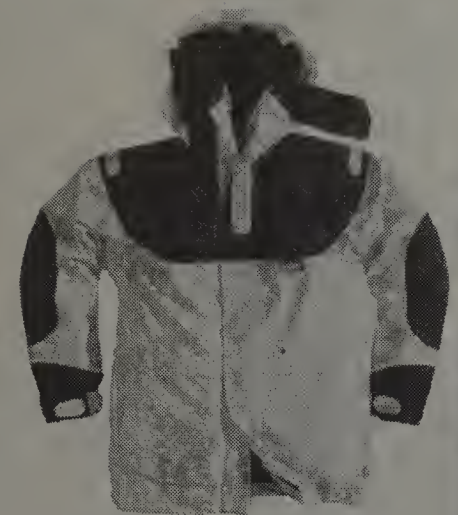
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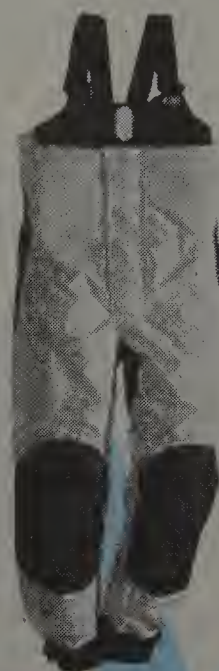
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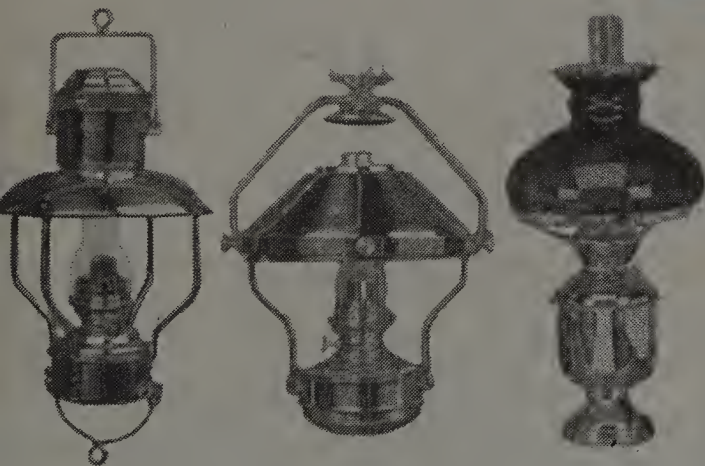
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*Gail & Katie of the Deerfoot 74 'Interlude' high above
the Ha-Ha fleet at spectacular Bahia Santa Maria.*

Photo by Latitude/Andy

Copyright 2002 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, Locust Ave., Mill Valley, CA 94941. For more specific information, request written guidelines from the above address.

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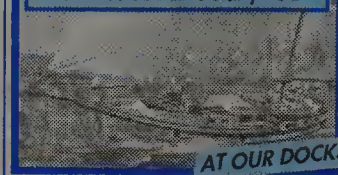
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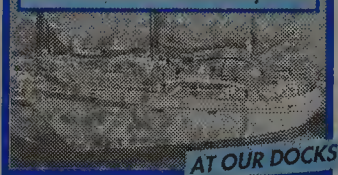
43' YOUNG SUN CC, '82



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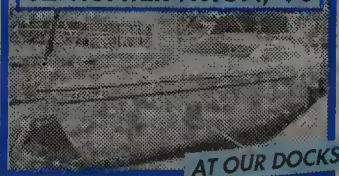
45' HARDIN KETCH, '82



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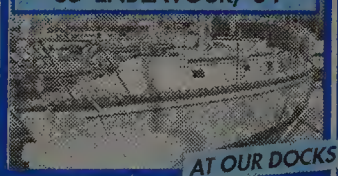
32' HUNTER VISION, '90



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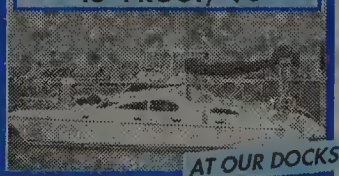
33' ENDEAVOUR, '84



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45' PROUT, '96	\$350,000
47' VAGABOND, '86	\$259,000

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32' TROJAN, '78	\$39,900
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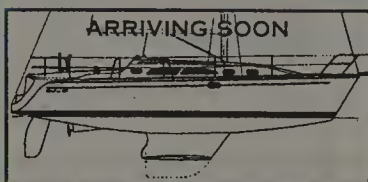
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Publisher/Exec. Editor ...	Richard Spindler	richard@latitude38.com	ext. 11
Managing Editor	John Riise	johnr@latitude38.com	ext. 11
Senior Editor	Rob Moore	rob@latitude38.com	ext. 10
Senior Editor	Andy Turpin	andy@latitude38.com	ext. 11
Contributing Editor	Paul Kamen		
General Manager	Colleen Levine	colleen@latitude38.com	ext. 10
Production	Christine Weaver	chris@latitude38.com	ext. 10
Production	Annie Bates-Winship	annie@latitude38.com	ext. 10
Production	Mary Briggs	class@latitude38.com	ext. 10
Production	Linda Wood		ext. 10
Advertising	Mitch Perkins	mitch@latitude38.com	ext. 10
Advertising	John Arndt	john@latitude38.com	ext. 10
Bookkeeping	Helen Nichols	helen@latitude38.com	ext. 10

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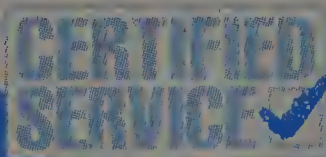
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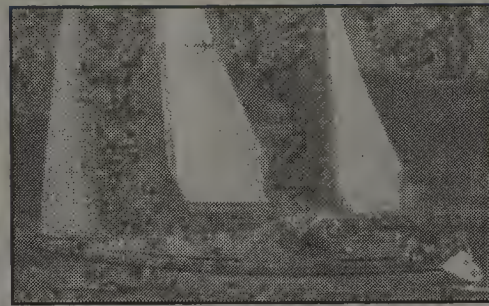
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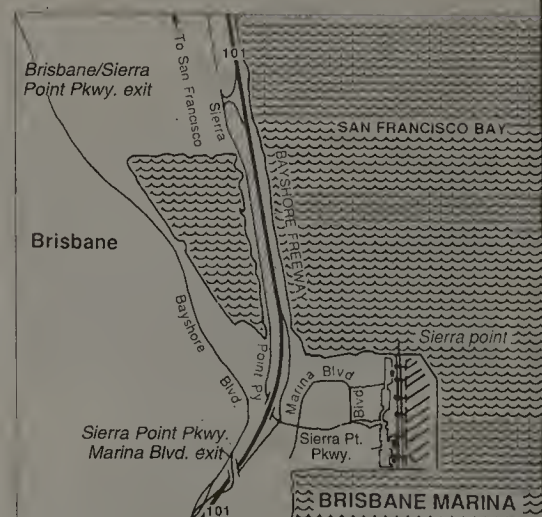
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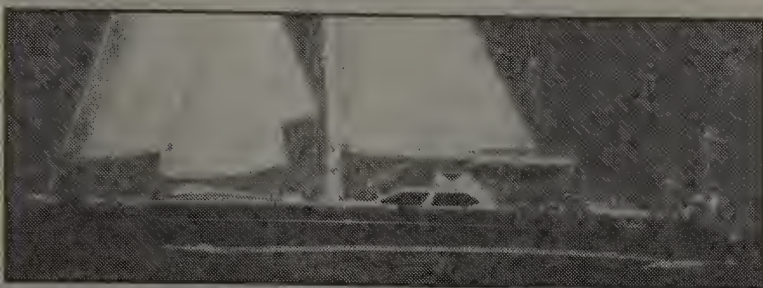
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48' TAYANA CENTER COCKPIT

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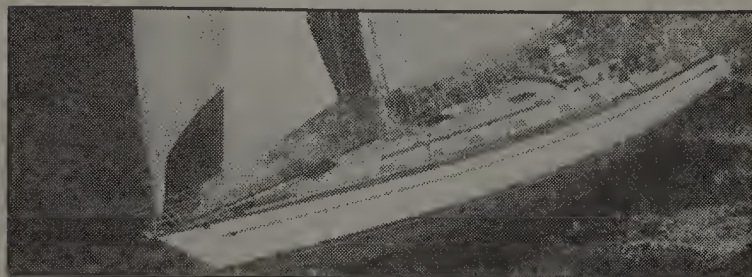


64' TAYANA DECK SALOON

New design by Robert Ladd. Fast and roomy with a beam of 18'. Deck saloon offers a spacious interior with many interior options. **\$960,000**

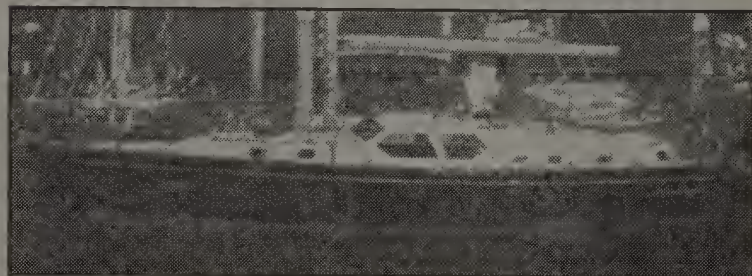
New Tayana 48s available now!

Two of Tayana's most popular models, the 48' Center Cockpit and 48' Deck Saloon are ready for immediate delivery.



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48' TAYANA DECK SALOON

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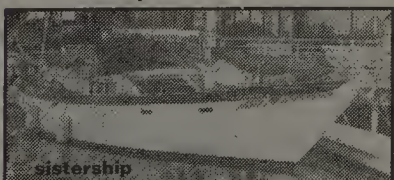
1983 C&C 43 LANDFALL SLOOP

Extremely well equipped. Slps 4 in 2 staterooms. 52hp Westerbeke. Ready to go! **\$149,000/offers**



2000 TAYANA 48 CNTR CKPT CUTTER

Owner moving ashore. Needs to sell. Better than new. All options. Loaded! **\$439,000**

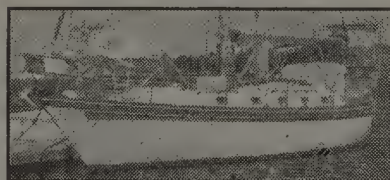


HARDIN 44. Lots of sails, good engine. Solid. Needs TLC. Price reflects brightwork/gen. maint. Mkt value should increase once these are addressed. **\$69,000!!!**



1978 HANS CHRISTIAN 43 KETCH

Just returned from Fiji nonstop! Completely equipped. **\$130,000 \$119,000**



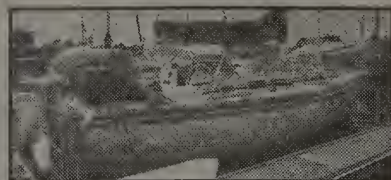
1986 TAYANA 42 AFT COCKPIT

Fully equipped. LeisureFurl boom furling, elect winch, full electronics, Bristol! Asking **\$179,900**



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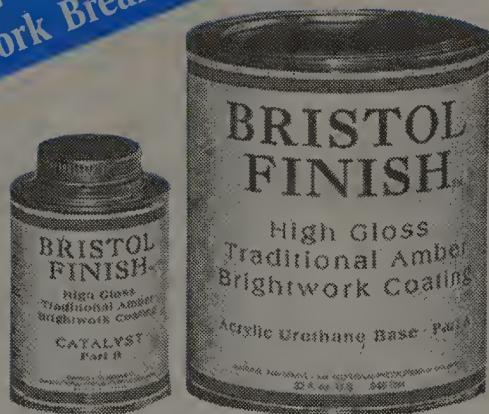
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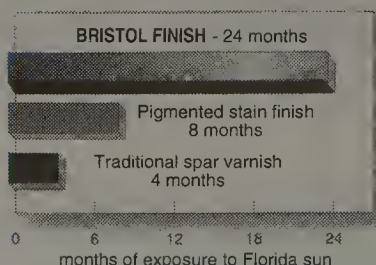
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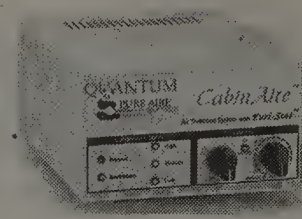
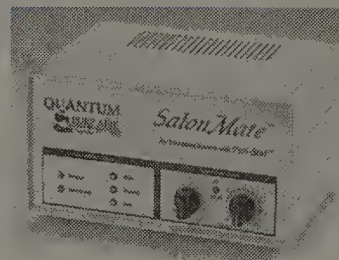
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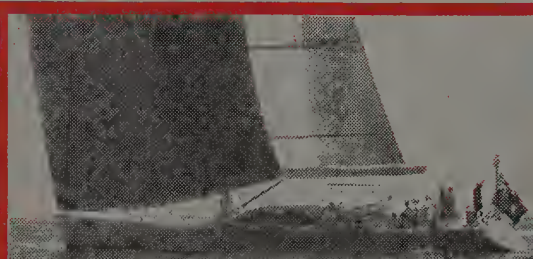
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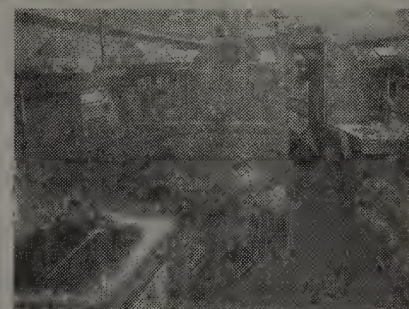
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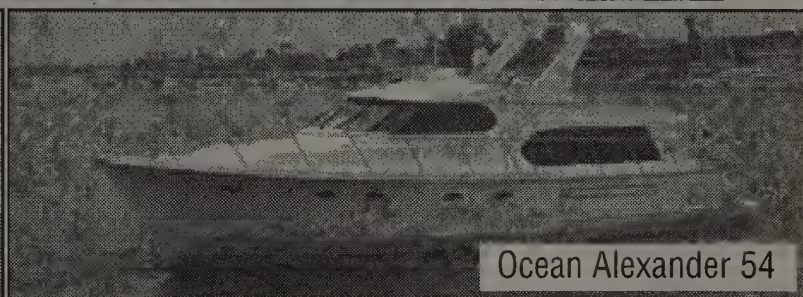


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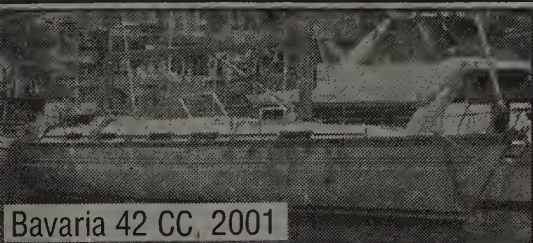
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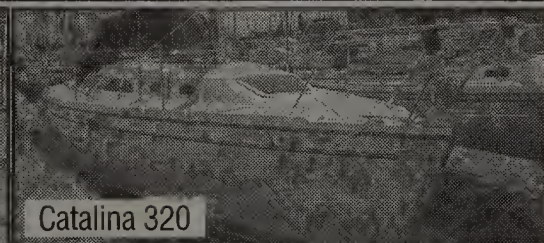
Ocean Alexander 54



Bavaria 42 CC, 2001



Catalina 36 Mk II, 1998



Catalina 320

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Catalina 36	1986	53,000
Catalina 36 MkII	1998	112,000
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Catalina 30	1988	39,500
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Beneteau 461	2001	264,000
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Nauticat 40	1985	179,900
Hans Christian	1987	185,000
Islander 36	1976	35,000
C&C 32	1980	37,500
Ericson 32	1986	44,000

Hunter 31	1985	35,000
Hunter 31	1984	30,000
Baba 30	1984	75,000
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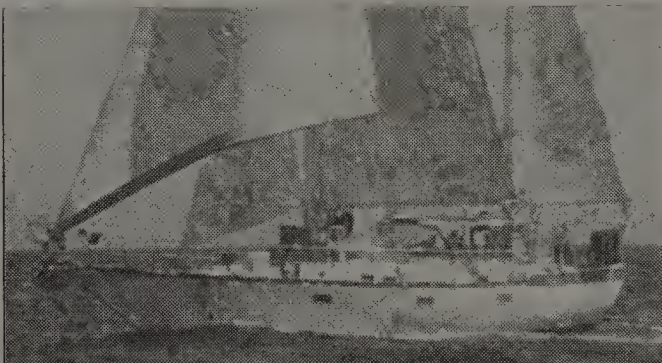
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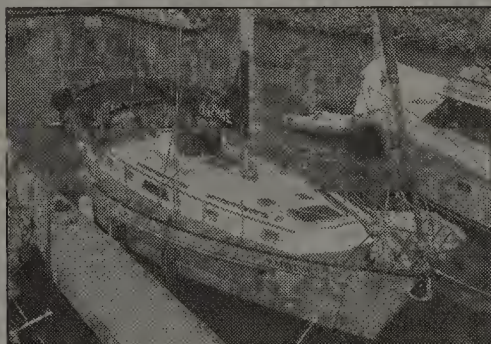
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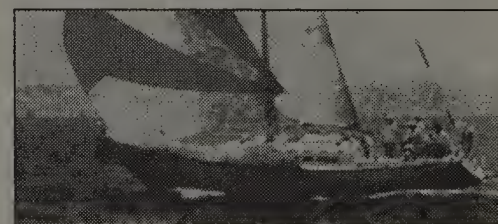


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36' Islander Sloop, '73	25,000
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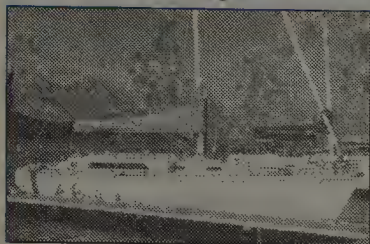
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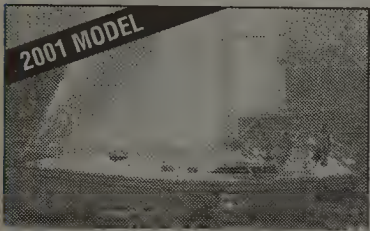
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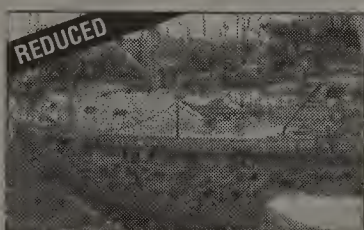
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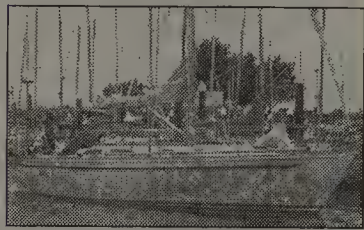
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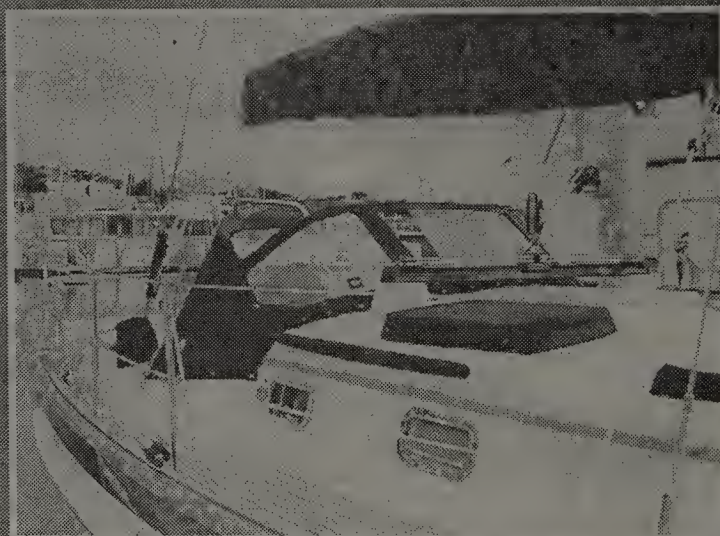
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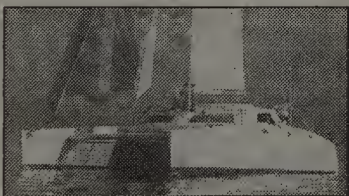
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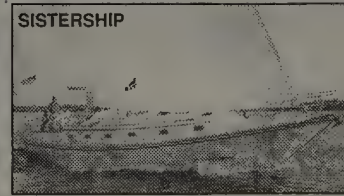
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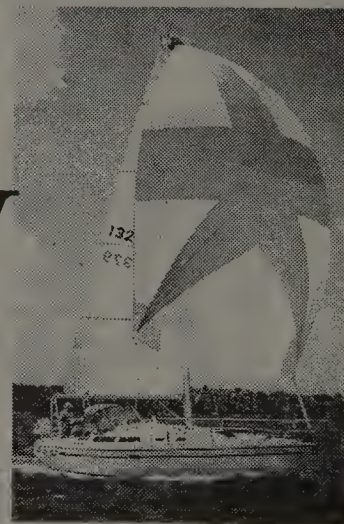
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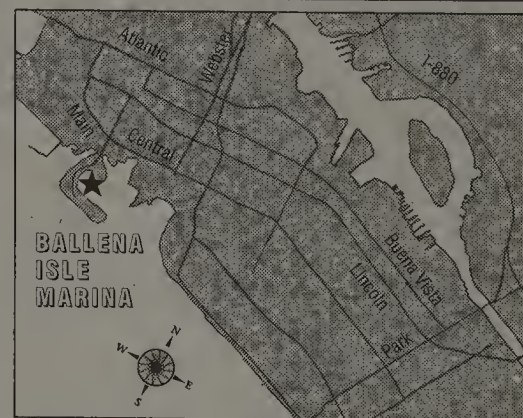
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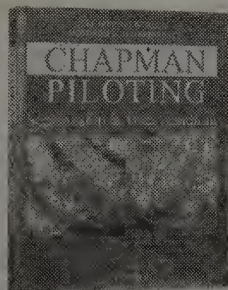
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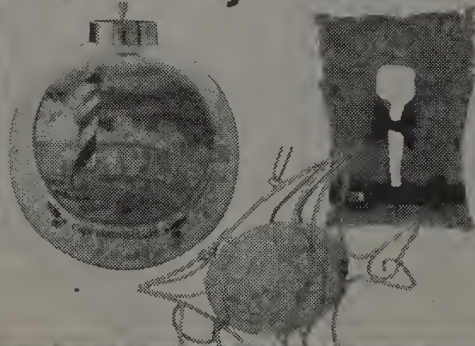
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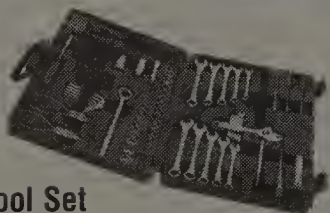
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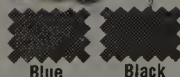
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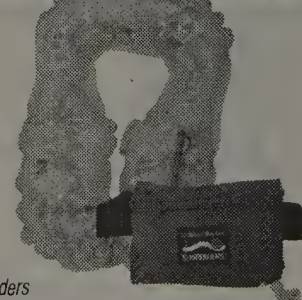
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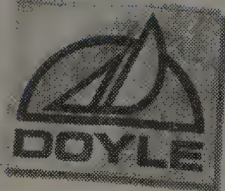
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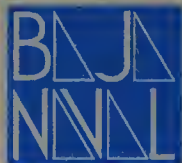
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The 2003 calendar, available at many of Northern California's marine outlets by January 2, has all the information:

**Fleet Schedule • Courses • Entry Form • Weekend Currents • Beer Can Schedule • Flags
Associations and Phone Numbers • Required Equipment • Rules • Committee Lists
Sponsoring Clubs • Sailing Instructions • Websites**

Resolve to have more fun by joining one of the fleets on the Bay in 2003!

See page 30 for entry form



YACHT RACING ASSOCIATION

Fort Mason Center, San Francisco CA 94123

Phone - 415-771-9500 e-mail = info@yra.org Fax - 415- 276-2378

YEAR 2003 YRA ENTRY FORM

YACHT NAME _____

BOAT TYPE: _____

MARINA _____ Berth _____ Sail # _____

Name _____

Address _____

City _____ ST _____ ZIP _____

Home _____

Office _____

Fax _____

Email _____

☐ YRA Sailing Member Number Year Number

☐ US Sailing Member Number

Yacht Club: _____ Required when claiming USSailing membership

☐ Need results mailed? Skipper's Jacket Size

YRA SUMMER SERIES

This form must be completed for any yacht intending to sail in any YRA qualifying race.

YRA of San Francisco Bay Sailing Membership (Required to enter any YRA race)

One Design Class Association (ODCA) \$150

Wooden Boat Racing Association (WBRA) (USSailing Membership fee included) \$145

Handicap Division Association (HDA) \$145

Ocean Yacht Racing Association (OYRA) \$150

For OYRA CIRCLE ONE of the followin PHRO-over 30 ft MORA-under 31Ft SHS-1or2 crew

DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - MARCH 17 W/O LATE FEE of \$35.00

HDA racers wishing to race the additional Lightship I and Farallones race with their fleet, please check box and add an additional \$5.00. Please note that deadline for Lightship 1 race is 17 March in order to be able to accomplish Fleet Breakdowns prior to the first race.

OYRA racers wishing to race the VALLEJO race with their fleet, please check box and add an additional \$5.00

\$35.00

ODCA ☐

WBRA ☐

HDA ☐

OYRA ☐

HDA ☐

HDA ☐

OYRA ☐

Lightship I - MARCH 29

Farallons JUNE 28

Vallejo Race - MAY 3-4

NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES

Non-USSAILING

\$15.00

SINGLE RACES: Not included in Fleet Season Racing = \$50 (\$55 Non USSailing)

SINGLE RACES \$ _____

Name and date of Race(s) Requested _____

PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFICATE)

PHRF NEW \$35 (NEW PHRF 2003 CERTIFICATE)

PHRF _____

PHRF _____

TOTAL _____

YRA Associate Membership (For YRA Certified/Club Race Officers and Candidates who are NOT currently a racing member of a YRA Chartered Association \$15.00)

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE

A \$35 Late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP 1 (3/17/03) AND VALLEJO (4/21/03), are exceptions. Late fees begin on 3/17/03 and 4/21/03 respectively. No Applications will be accepted after 5PM on WEDNESDAY preceding the race. IF YOU ARE AN HDA RACER, PLEASE BE AWARE THAT DEADLINES ARE EARLIER THAN USUSAL. PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2003

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to: Yacht Racing Association (YRA)

Office use only YRA Member Year/Number PHRF rating ☐ seconds per mile. Date PHRF last Issued:

Check Number _____ Amount PD _____ INST _____ Received in office _____



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mechanically excellent. \$315,000.

MAJOR
REDUCTION



48' HANS CHRISTIAN 48T Cutter, '87, new gen.,
watermaker, AC, washer/dryer, North full batten
main furling headsails. BRISTOL! \$345,000.



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45' ISLAND PACKET, '98. Near new condition,
Yanmar diesel, Panda generator, R/F on jib
and staysail. BRISTOL \$327,000



52' HANS CHRISTIAN CHRISTINA CUTTER, '87
Rare two stateroom, good cruise equipment,
beautiful condition. \$285,000.



52' HANS CHRISTIAN CHRISTINA
Three cabin layout, island queen forward,
in-mast furling. ~~\$485,000~~ \$310,000.



47' CATALINA SLOOP, '99. Island queen aft, boom
furling main, furling genoa, full electronics, washer/
dryer, AC, dodger/bimini, ultra leather. \$278,000.



47' PERRY KETCH, '79, 80 hp Lehman,
furling genoa, dinghy/ob, new dodger &
canvas, gen., radar. \$124,500.

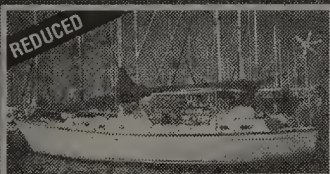


45' DUFOUR CLASSIC, '96.4 S/Rs, swim step,
spacious salon, full batten main w/lazy jacks,
furling genoa, spinnaker gear. \$179,000.

Web site: www.yachtworld.com/fcyachts • email: fcyachts@earthlink.net



42' CHEQY LEE CLIPPER, '83
Rare find, simply beautiful condition. 2
staterooms. Low hours SMOH. \$89,900.



43' CAPE NORTH, '77. Ted Brewer-designed
world cruiser similar to Peterson 44. Clean,
roomy and cruise equipped. \$85,000.



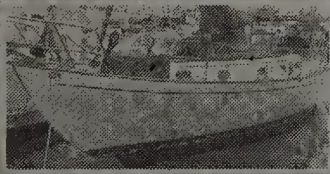
48' GOLDEN WAVE SLOOP, Cruise/race, huge
sail inventory, 3 S/Rs, beautiful blue hull.
\$187,500. 42' GOLDEN WAVE, '82, \$99,000.



51' FORMOSA KETCH, '77
Fiberglass decks, Ford 120hp diesel,
clean, roomy, new tanks. \$105,000.



43' HANS CHRISTIAN KETCH, '80. Recent refit,
new standing rigging, wiring, shower/tile, counter
tops, canvas and main sail and decks. \$169,500.



43' MASON CUTTER, '67. Launched 2000, craftsman
finished interior, exotic woods, new sails. 54 hp
diesel. Beautiful! Interested in trades. \$119,000.



36' CAPE DORY CUTTER, '85 Highest quality
American produced cruiser. Only one owner and
only one available on west coast. \$97,000.



32' WESTSAIL, '73. New Upholstery, new
wiring, Sayes self-steering vane, Achilles
inflatable and outboard. \$36,900.



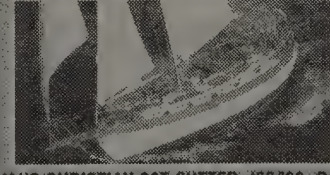
44' PETERSON CUTTER, '77. Beautiful condi-
tion. Newer standing rigging & sails.
Westerbeke 60hp dsl, dinghy/w/ob. \$119,000.



36' UNION POLARIS CUTTER, '80. Lots of
traditional eye appeal! Perry designed offshore cruiser.
New standing rigging & epoxy bottom. \$67,000.



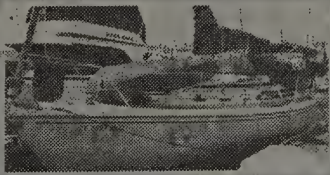
29' HUNTER 29.5, '95 Yanmar diesel, full
batten main, furling genoa, Autohelm 4000,
walk-thru transom, dodger, bimini. \$49,900.



HANS CHRISTIAN 38T CUTTER, '88/'89. Per-
formance Telstar underbody, 66 hp Yanmar,
Hood furling spar. '9+! Must see. \$162,500.



33' HANS CHRISTIAN CUTTERS, '80, '81, '85
Yanmar diesel, furling, watermaker, liferaft,
dinghy/ob, windvane, spinnaker gear. \$99,000.



34' CATALINA SLOOP, '80. Equipped for
long range cruising with all electronics, full
batten main dodger and bimini. \$59,900.



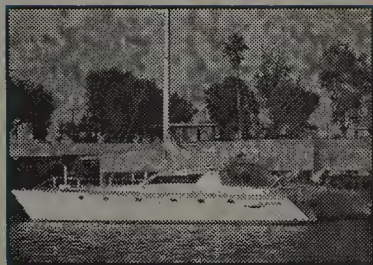
43' IRWIN Mkt SLOOP, '88. Extensively equipped,
beautifully maintained, UK full batten main, lazy
jacks, furling genoa, radar, GPS, more. \$138,500.



33' BENETEAU 331 SLOOP, 2000. In-mast fur-
ling main and furling jib, Yanmar diesel, Max
prop, 2-cabin layout, sleeps 6-7. \$95,000.

Some boats shown may be sisterships.

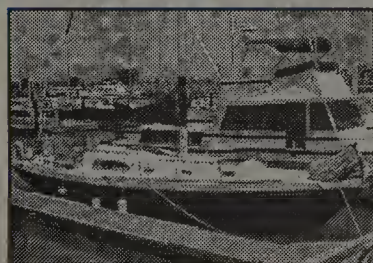
Napa Valley Marina YACHTS



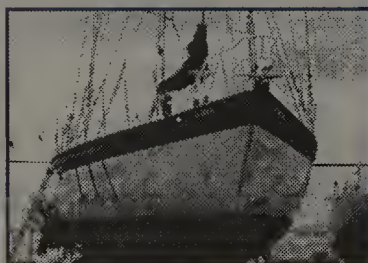
56' Custom Cat
1997
\$425,000



45' Roughwater Ketch
1984
\$115,000



36' Columbia
1971
\$27,500



44' Roberts
1974
Reduced...\$34,500



27' Columbia 8.3
1977
\$11,900



31' Brown Searunner
1977
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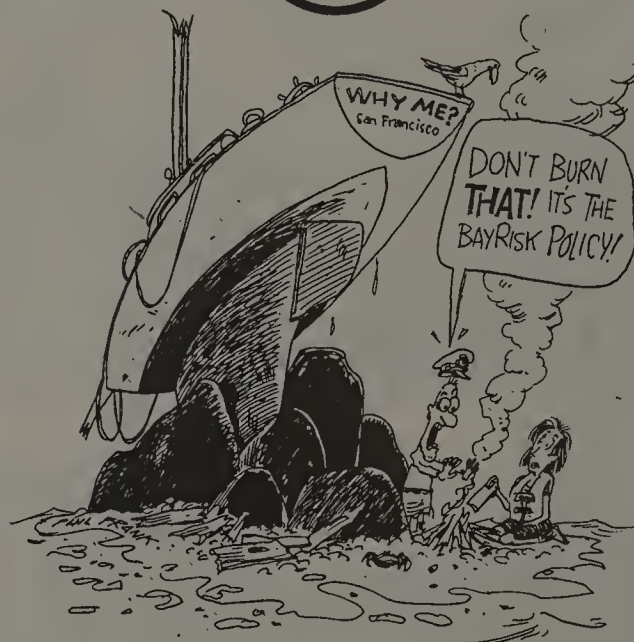
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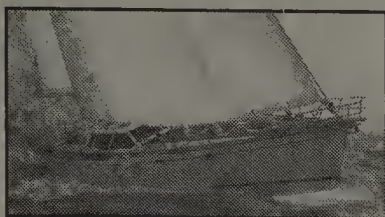
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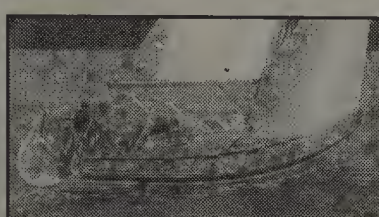
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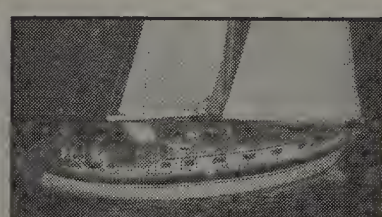
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50 • 56 • 60 • 63



REGINA OF VINDÖ
38 • 43 • 49



MALÖ
36 • 39 • 41 • 45



VALIANT
42 • 50



1988 MacGregor 65
Unbelievably equipped! \$199,500



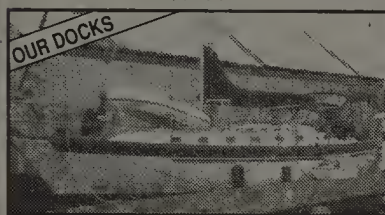
1983 Amel Mango 52
Great offshore yacht! \$224,500



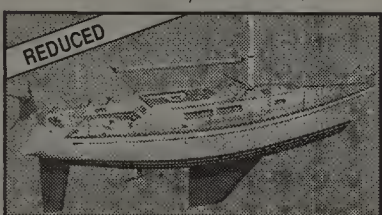
1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. \$298,500



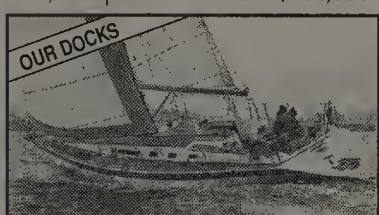
1983 Liberty 458 Orig. owner, many upgrades. Fantastic condition! \$229,000



1985 Passport 42 Very well equipped, many upgrades, nice interior. \$198,500



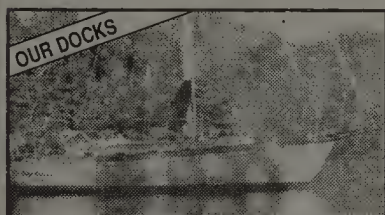
1985 Hylas 42
Fast cruiser by Frers. \$149,500



1998 Wauquiez 41S One owner, gorgeous cruising yacht. \$269,500



1989 Valiant 40 Rare find, fully outfitted for cruising. \$219,000



1987 Tashiba 40 Beautiful design, one owner, condition excellent. \$189,500

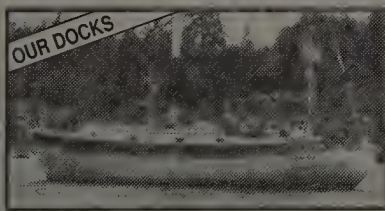
LISTINGS NEEDED ~ PLEASE CALL

* 1997 Wauquiez 54 PS	765,000	2000 Valiant 40	449,000
* 1997 Valiant 50	549,000	1981 Valiant 40 PH	SOLD
* 2000 Wauquiez 48	339,000	* 1981 Valiant 39	104,000
* 2000 Malö 45C	621,000	* 1986 Wauquiez 38 MkII	111,500
* 1995 Wauquiez 45 Cat	225,000	* 1983 Malö 38	\$119,00
1996 Valiant 42	SOLD		

More information on our web site * = Out of Area



1976 Valiant 40 one owner for the last 17 years! \$119,900



1978 Valiant 40 Clean boat, many recent upgrades. \$119,500



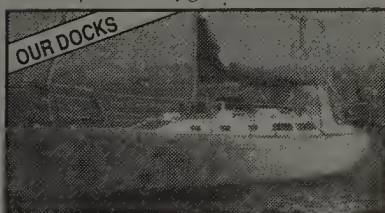
1985 Nauticat 40 Very nice condition, all-season cruiser. \$189,500



1984 Southern Cross 39
World cruiser. Must see! \$129,900



1983 Wauquiez Hood 38
2 owner. Rare MkII. \$119,900



1978 Valiant Esprit 37
Offshore ready. Nice. \$114,500



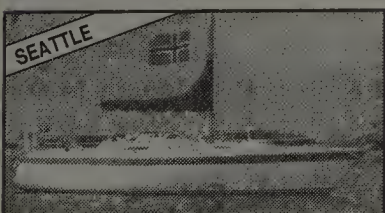
1984 Reliance 37 Bob Perry design immaculate one owner yacht! \$104,900



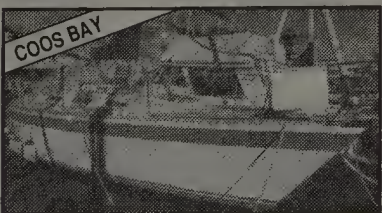
1993 Nauticat 35 Unbelievable interior, spectacular condition. \$159,900



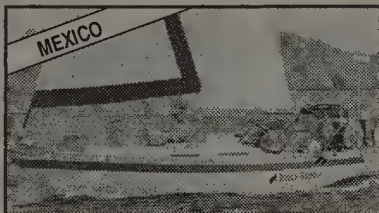
1982 Wauquiez 35 Owner spent over 20K in upgrades. \$89,900



1984 Wauquiez 35 Pretorian
2 owner. Rare shaft drive. \$87,900



1983 Wauquiez 35 Pretorian
Lots of gear. Nice! \$79,000



1981 Wauquiez 33
Loaded and ready to go! \$62,500



1985 Islander 28 Perry design, nicest one around. \$29,500



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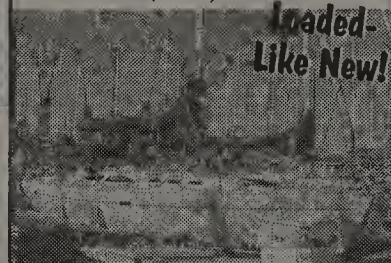


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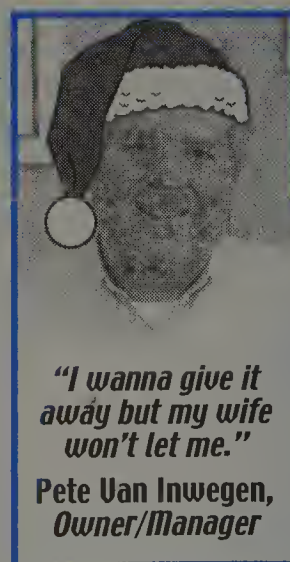
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Pete Van Inwegen,
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CALENDAR

Nonrace

Dec. 7 — Sail-A-Small-Boat Day at Richmond YC, 11 a.m. to 4 p.m., free. A great opportunity to contrast and compare over a dozen different dinghies and meet lots of class reps. Gail Yando, (510) 232-6310.

Dec. 7 — 26th Annual Lighted Yacht Parade on the Oakland Estuary, 7:30-9:00 p.m. This is the big one, with usually about 100 boats participating. Sponsored by the Port of Oakland and EYC. Info, (510) 814-6000.

Dec. 7 — 17th Annual Lighted Boat Parade in Santa Cruz, starting about 5:30 p.m. SCYC; Ron Merrill, (831) 423-9680.

Dec. 7-8 — Open Boat Weekend in Alameda, weather permitting. Hundreds of new and used boats await your inspection at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Dec. 8 — Free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m., weather permitting. Rain date is 12/22. Info, www.cal-sailing.org.

Dec. 8 — 2002 Rolex International Year in Sailing, a 30-minute show on ESPN2 at 1:30 p.m. Check local listings.

Dec. 9, 1982 — It Was Twenty Years Ago Today, from the Wanderer's detailed article *Cabo Catastrophe*:

It was the Pearl Harbor of cruising.

The million pieces of cruising boats scattered on the golden sand beach of Cabo San Lucas, Baja Sur, on the morning of December 9, symbolized the scores of dreams shattered the previous night when rough weather caught the mostly complacent cruising fleet on a lee shore. Knowledgeable yachtsmen reported that consistent gale force winds of 30-45 knots racked Cabo, with several sustained blasts near 60 knots. Seas were six to eight feet.

In a matter of only six hours, 22 sailboats and six powerboats were either sunk or driven up on the beach. Many of the boats, some as big as 54 feet, were smashed into very small pieces. All but five of the 22 boats are total losses. Few of the boats were insured, probably none of them to anywhere near their value as they sat, laden with cruising gear.

Not all of the boats at Cabo were destroyed. About 15 boats heeded the warnings of bad weather — falling barometer, an increasing swell, and unsettled black skies — and rode the gale out at sea. Another 12 managed to survive the night safely at anchor. About 40 boats, mostly sportfishers, slammed around the inner harbor, suffering only minor damage.

In terms of pleasure boats destroyed, this was a disaster unprecedented in sailing history. Back in 1980 onshore winds of 50 to 60 knots drove 26 boats, generally smaller and less valuable than those lost at Cabo, onto shore at Lahaina, Maui. The average sailboat sunk at Cabo, according to our estimates, was 39 feet in length and worth about \$93,000. The vast majority was less than five years old.

Miraculously nobody was killed during the carnage, and there was not a single injury of consequence. Bob Lockheed of San Diego made a very brief stop at the hospital after losing his True North, *Moon Fleet*, on the rocks, but that was the extent of it. There were plenty of tears, lots of disbelief, and some vacant stares, but to our knowledge there was no serious emotional trauma.

Themselves battered by a devastated and reeling economy, the people of Cabo San Lucas were characteristically gracious. More than a few sailors, who like Jerry and Gail Sieren of Napa Valley lost all but what they had on their backs, were given food, lodging, and even vehicles by private citizens. There was a minor amount of looting, but it rapidly subsided after a complement of automatic rifle-toting Mexican marines were dispatched to protect the property. 'Finders-keepers' was

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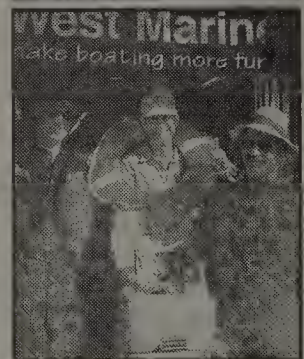
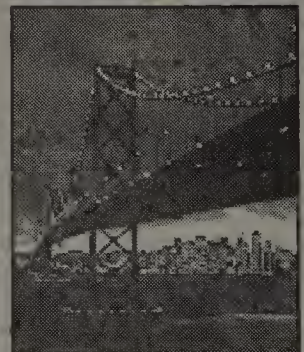
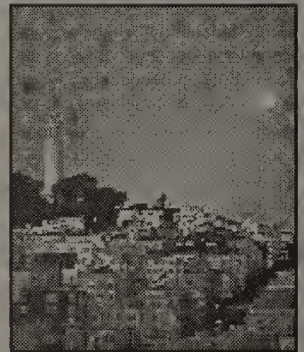
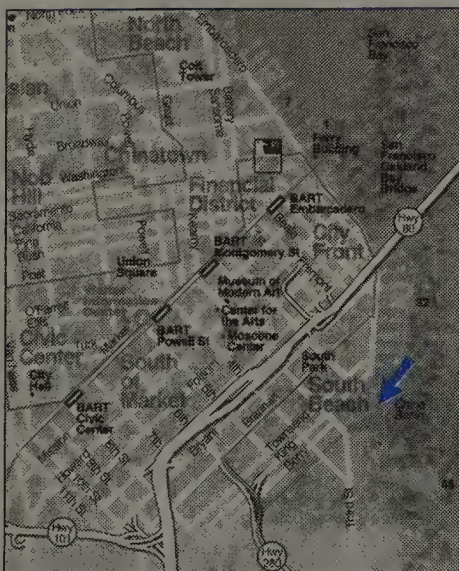
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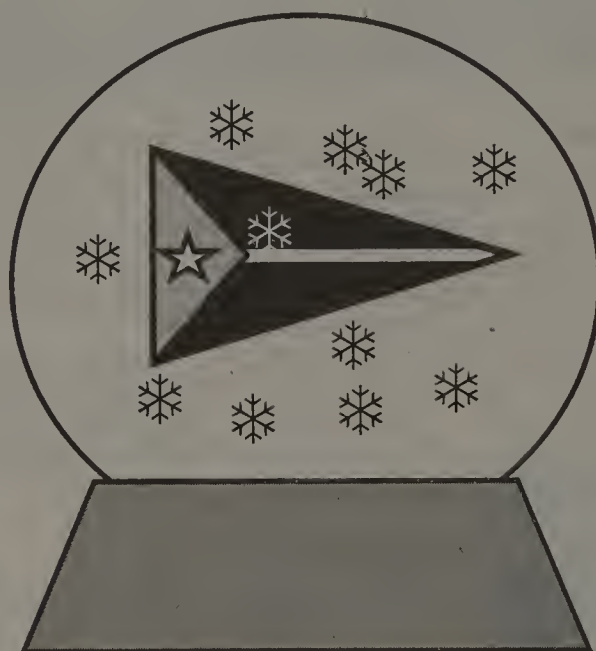
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CALENDAR

played with anchors and rodes, as much by the American yachties as Mexican fishermen.

Dec. 14 — 14th Annual Sausalito Lighted Boat Parade, 6 p.m. Awards ceremony/party at Sausalito YC at 9 p.m. SYC, 332-7400.

Dec. 14 — 11th San Leandro Lighted Boat Parade: "Christmas in Paradise", 6 p.m. in the San Leandro Marina. Info, (510) 357-7447.

Dec. 15 — Ornaith Murphy Remembrance at Angel Island, 1-3 p.m. See *Loose Lips*, or contact Synthia Petroka, (510) 523-3966.

Dec. 19 — Full moon on a Thursday night. Six shopping days left.

Dec. 20 — Holiday Open House/Buffer Lunch at Hogin Sails in Alameda, noon until dark. Info, (510) 523-4388.

Dec. 22 — Winter Solstice. Three shopping days left.

Dec. 25 — No shopping days left. Be merry!

Dec. 26 — Boxing Day/Kwanzaa begins. Return presents.

Jan. 1 — New Year's Day — resolve to sail at least once a week in the coming year.

Jan. 11 — Nelson Yachts 'Open Boat Saturday', 11 a.m. to 3 p.m. Info, (510) 337-2870.

Jan. 24-Feb. 2 — Northern California Boat Show at Alameda County Fairgrounds. Info, www.ncma.com.

Apr. 23-27 — Sail Expo. Info, www.sail-america.com.

Racing

Dec. 1 — Around Alone Race, Leg III: 7,125 cold and lonely miles from Cape Town to Tauranga, NZ. The ETA for the first boats is December 28. Info, www.aroundalone.com.

Dec. 10-13, 1992 — Ten Years After, from Dobbs Davis' feature article *San Diego Formula One Regatta — For a Few Dollars More*:

Thrills, spills and chills greeted participants and spectators alike at the World Yachting Grand Prix held December 10-13 in front of the San Diego Marriott Hotel and Marina. The last of a truncated three-event season for the Grand Prix, it was the only one held in the U.S. this year. Two prior events were held in Kiel and Scotland, while scheduled events in France and Sydney were canceled. Unlike last year's event, which was overshadowed by America's Cup mania, this regatta stood on its own as a premier venue for competitive professional racing. It's also currently the *only* professional fleet racing event held in the U.S. This particular three-day series, presented by Mercedes-Benz, featured \$90,000 in cash prize money.

Skippers and crews on the five competing yachts boasted a considerable breadth and depth of sailing talent, most of it culled from the last Big Event in San Diego: Dennis and his crew of IACC *Stars & Stripes* alumni on a Formula One of the same name; Marc Pajot and his *Ville De Paris* buddies on *Defi Francais '95*; expectant father John Bertrand and many *America's Cup* veterans on U.S. *Racing Group* (he chartered *Hawesta*, renamed after Bertrand's yacht racing management company); Chris Law and Harold Cudmore with a mixed bag of Brits and ex-Cubens on *Omega*; and J.J. Isler, the first woman to drive a Formula One, with Russell Coutts as tactician and a blend of Kiwis and Americans: J.J.'s team chartered *Becks*, sailing it as *Soft Scrub* for this event.

The Formula One class was devised two years ago by an Australian group, Sail International, who thus far have organized all the events on the circuit. The 52-foot boats were designed jointly by Bruce Nelson and Tony Castro, and pack the sail area of an IOR 50-footer onto the displacement of a One Tonner (about 12,500 pounds). Their fractional rigs and

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December 14, 2003

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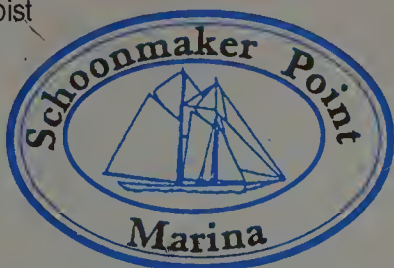


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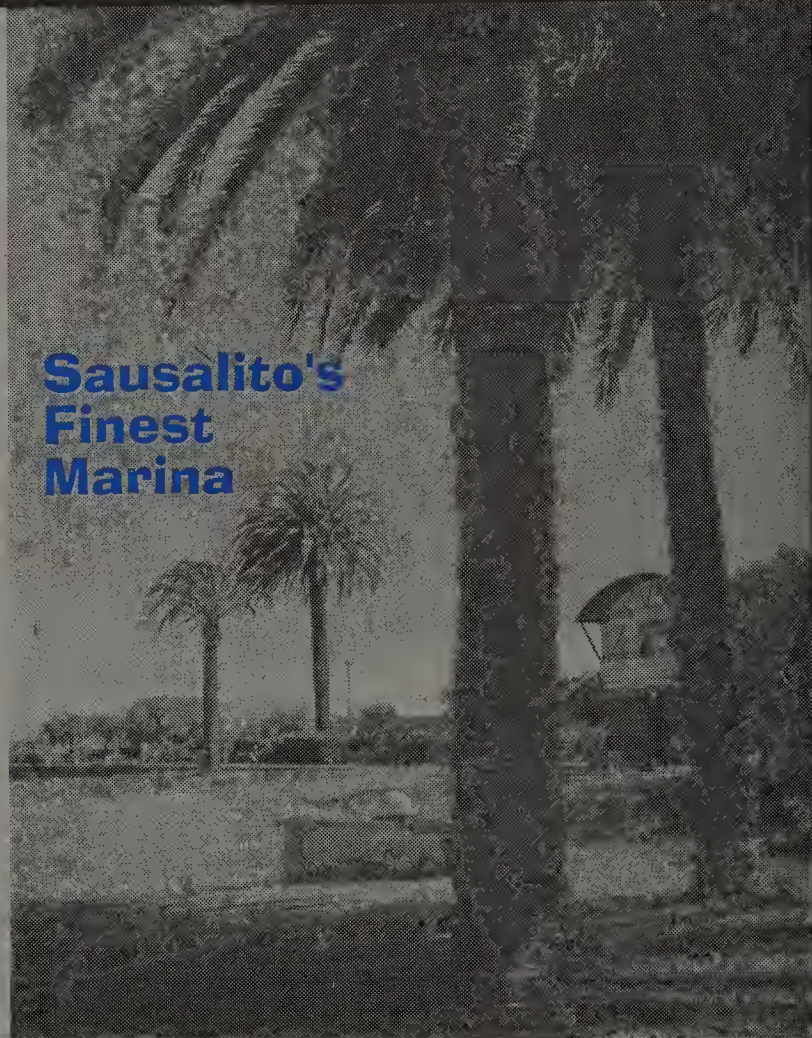
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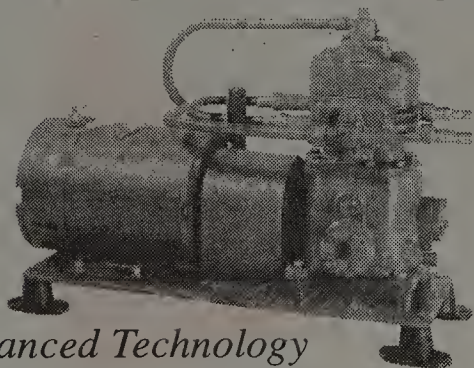
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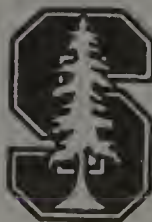
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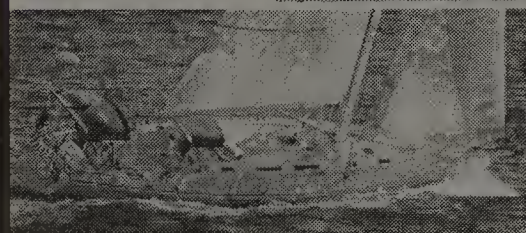
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Dec. 12 — Louis Vuitton Cup Second Round of Semi-Finals. Check it out at www.louisvuittoncup.yahoo.com.

Dec. 20 — Louis Vuitton Cup Semi-Final Repechage. See article on pages 138-142 to find out what a 'repechage' is.

Dec. 26 — Rolex Sydney-Hobart Race, the 58th edition of this 627-mile ocean racing classic. Just 56 boats, the smallest fleet in 36 years, are signed up. *Leopard of London*, at 97 feet, is the largest boat ever to enter — though Neville Crichton's hot new R/P 90 *Shockwave*, possibly the fastest monohull afloat, is widely favored for line honors. Info, www.cyca.com.au.

Jan. 1 — Master Mariners' New Year's Day Race & Chili Potluck at Richmond YC. DeeDee Lozier, (510) 653-8820.

Jan. 15 — 28th Annual Ft. Lauderdale-Key West Race, a 160-mile feeder race down to the Conch Republic. Co-hosted by the Storm Trysail Club and Lauderdale YC. Info, www.lyc.org.

Jan. 20-24 — Terra Nova Trading Key West Race Week. For serious racers, this is the place to be in late January. Early Bay Area entries include *Masquerade* (J/105, Tom Coates), *El Ocaso* (J/120/Rick Wesslund), *Lucky Ducky* (WylieCat 30, Hall Palmer), *Rosebud* (TP-52, Roger Sturgeon), and #414 (a chartered Melges 24, Tim Fay/Bill Wright). To see who else has signed up, surf to www.Premiere-Racing.com.

Jan. 25 — SSS Three Bridge Fiasco, one of the best-attended and most entertaining races on the Bay. Bill Charron, (510) 490-1147, or www.sfbayyss.org.

Jan. 28-Feb. 1 — Rolex Miami Olympic Classes Regatta (OCR). Info, www.ussailing.org.

Feb. 7 — Pineapple Cup, aka the Montego Bay Race, a scenic 811-mile dash through the Bahamas to Jamaica. Will *Windward Passage's* legendary 1971 record finally be broken? See www.montegobayrace.com.

Feb. 7-14 — 17th Biennial Puerto Vallarta Race, a 1,125-mile race from Marina del Rey to PV. Will Joss's 1985 record finally be broken? For a race package, contact Del Rey YC, (310) 823-4664 or www.dryc.org.

Feb. 26-Mar. 2 — Acura Southern Ocean Racing Conference (SORC), which despite its name is a buoy racing series off Miami. Info, www.acurasorc.com.

Mar. 8-9 — Big Daddy Regatta. RYC, (510) 237-2821.

Mar. 29 — OYRA/AYC Lightship Race. Ocean racing already? YRA, 771-9500.

May 3-4 — Vallejo Race. YRA, 771-9500.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 12/8, 1/12, 2/9, 3/16. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

BERKELEY YC — Berkeley Circle: 12/14-15; 1/11-12; 2/8-9. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2003: 1/18-19 and 2/15-16. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 1/18, 2/15, 3/15. Les Raos, (925) 349-6728.

ENCINAL YC — Farr 40 Midwinters: 12/7-8, 1/4-5, 2/1-2, 3/1-2. Jeff Zarwell, 595-8364.

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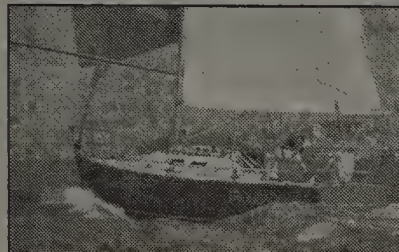


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70' Santa Cruz, '87, Mongoose*	New Listing 425,000
53' Santa Cruz 52, '00, Impulse*	829,000
53' Swede 55, '83, Kyte	130,000
53' J/160, '99, Ruffian*	849,000
53' J/160, '96, Bushwacker*	649,000
53' Santa Cruz 52, '99, Triumph*	700,000
53' J/160, 2000, Stark Raving Mad*	859,000
46' Kelly Peterson, '97, New Horizon IV*	229,000
45' Nelson Marek, '94, Who's Yo Daddy*	249,000
41' Bianca 414, '80, Sundog	65,000
41' Morgan 415, '83, Alascyn*	87,000
40' J/120, Hull #153	New Boat
40' J/120, '99, Hot Rod Dolphin*	249,000
40' J/120, '95, Indigo*	Pending 169,000
38' Tartan 3800, '97, Gusto*	209,000

38' Morgan 382, '80, Mintaka*	58,000
37' Pearson, '82, Hasl Free**	New Listing 42,000
36' Sweden, '84, Joystick**	99,000
36' Choey Lee, '86, Shibumi*	50,000
35' J/105, '01, Scaramouche*	New Listing \$139,900
35' J/105, '01, Sundance	New Listing \$139,000
35' J/105, '96, Konza	Reduced 96,500
35' J/105, '84, Xtreme**	99,500
35' J/35, '88, Predator*	Pending 72,000
35' J/35, '91, Assagai*	74,000
35' J/35, '88, Jabiru	Pending 53,000
35' J/35, '85, Blue Streak**	49,500
35' J/35, '85, Jammin**	59,900
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35' One Design, KT's Choice*	108,000
35' One Design 35, '00, Electra*	Pending 120,000
33' J/33, 1988, Troubadour	New Listing \$53,500

33' Synergy 1000, '99, Hull #2**	65,000
32' J/32, '97, Rag Top	New Listing 128,000
32' J/32, '01, Moonstone*	Reduced 166,000
31' Tartan 31, '89, Pointer*	63,900
30' J/92, '97, Coyote*	49,000
30' J/30, '79, Slingshot**	23,000
30' J/30, '84, Celebration**	29,000
29' Davidson 29, '85, Kokopeli**	52,000
26' J/80, Hull #546	New Boat
24' J/24, '79, Budda*	New Listing 10,000
24' J/24, '84, Jungle Love**	22,000
24' J/24, '77, Mickey Mouse**	12,500

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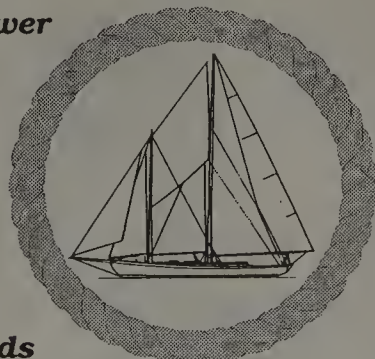
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CALENDAR

GOLDEN GATE YC — Seaweed Soup Series: 12/7, 1/4, 2/1, 3/1. Chris Joyce, 821-4467.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/14, 1/12, 2/8, 3/9. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 12/14, 1/18, 2/15, 3/15. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 12/1, 1/5, 2/2, 3/2. Tim Prouty, 331-5204.

SOUTH BAY YRA — Winter Series: 12/7, 1/4, 2/1, 3/1. Mike Satterlund, (408) 947-8211.

SOUTH BEACH YC — Midwinters: 12/14, 1/11, 2/8, 3/8. Joel Davis, (510) 881-5177.



Pale sun, gentle breeze, flat water — the Midwinters must be here!

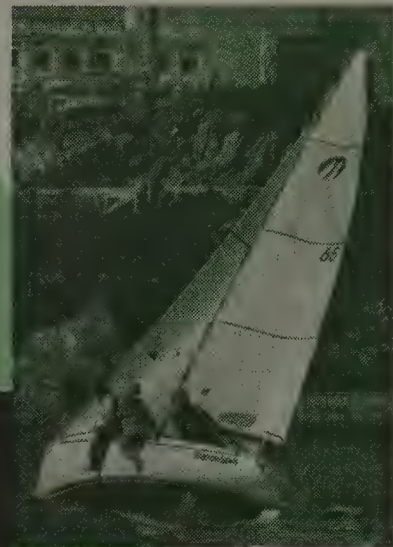
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

December Weekend Currents

date/day	slack	max	slack	max
12/07Sat	0925 2221	0037/4.1F 1207/2.3F	0407 1448	0613/2.0E 1815/4.9E
12/08Sun	1027 2313	0131/3.7F 1303/2.0F	0500 1543	0706/1.9E 1907/4.3E
12/14Sat	0326 1627	0628/2.6F 1924/2.5F	0925 2214	1226/3.3E
12/15Sun	1000 2310	0039/2.1E 1306/3.7E	0409 1709	0706/2.5F 2010/2.8F
12/21Sat	0304 1332	0505/1.9E 1711/4.8E	0759 2107	1057/2.2F
12/22Sun	0845 2150	0011/3.5F 1143/2.1F	0350 1415	0551/1.9E 1757/4.8E
12/28Sat	0203 1516	0508/3.2F 1806/2.9F	0817 2111	1117/4.0E 2337/2.7E
12/29Sun	0259 1612	0601/3.1F 1911/3.4F	0902 2221	1211/4.6E



Terry Anderlini's *Benino* won the 2002 Knarr season championship.



Vaughan Seifers was 2002 Moore 24 season champion with *Sparrowhawk*.

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Phil Perkins and Dave Wilson won the J/105 season championship with *Good Timin'*.



Ed Durbin won the SF Bay 30 season championship with *IXXIS*.



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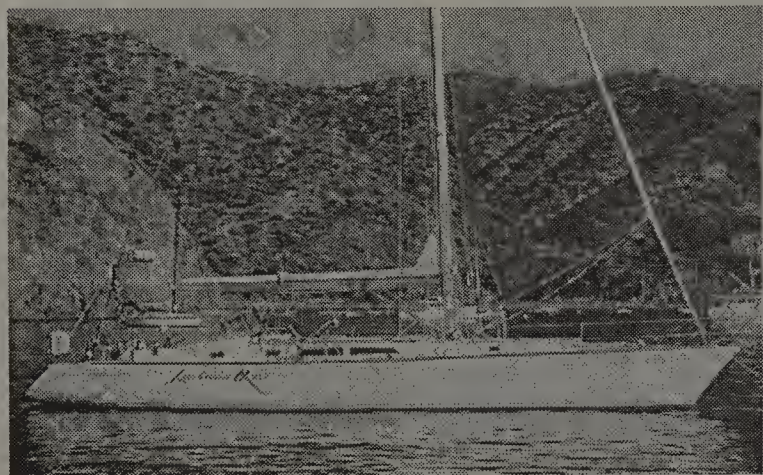
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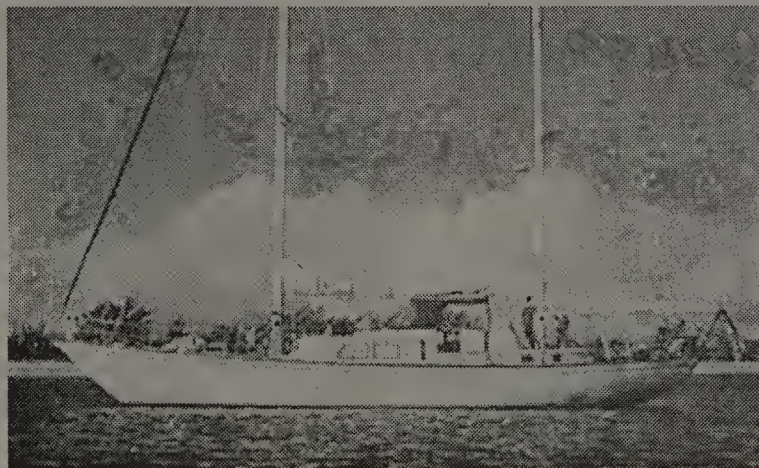
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WHAT'S THIS, BEEF HEARTS FOR DINNER AGAIN?

In the November issue, you asked about folks who started long passages with less than \$11. One morning in 1986, Sandra and I were sitting in the cockpit of *Aura*, our Lidgard 46 ketch, when a familiar 24-ft sailboat with a green 'eye' sailed into the anchorage at La Paz. Before heading south, we had lived at Oyster Cove Marina near South San Francisco for a few months, which is where we came to know the Scandinavian couple on the small boat. Our friends sailed up to us and asked about check-in procedures. We told them that unless they wanted to pay overtime fees, they should drop their quarantine flag, come over and have some coffee after they got settled, and not check in until Monday.

When we knew them at Oyster Point, they had been doing odd jobs around the marina. We figured they had managed to put away a few bucks for their cruising kitty. Not so, as they told us they sailed nonstop from San Francisco to La Paz with just one chart and just \$10 in their pockets! After checking in on Monday, they picked up food for the next leg of their voyage back to Sweden. They had gotten a great deal on beef hearts, and planned on canning them. In partial deference to their budget, we declined an invitation to dinner.

Regarding the 'fake' photo with three waterspouts, I should report that waterspouts are not uncommon here in the Bay of Panama. In fact, the local papers run a photo of a *trompeta* about once a year. While day sailing out of Balboa YC about four years ago, I saw three waterspouts. None of them reached all the way down to the water, however, and I didn't get any photos.

Dave Wilson
Aura
Panama

Dave — In the late '80s, Pat Henry left Santa Cruz aboard her Southern Cross 31 — aptly named Southern Cross — and eventually became the first — depending on how you define it — American woman to sail around the world singlehanded. In the pages of *By The Grace Of The Sea*, her newly-released book about the adventure, Henry writes that she often arrived in a new port with less than \$10, and never had so much as a bank account, credit card, or trust fund to fall back on. She felt she had a richer and more meaningful experience for having had to do it that way.

DOGS, CATS, AND SAILBOATS

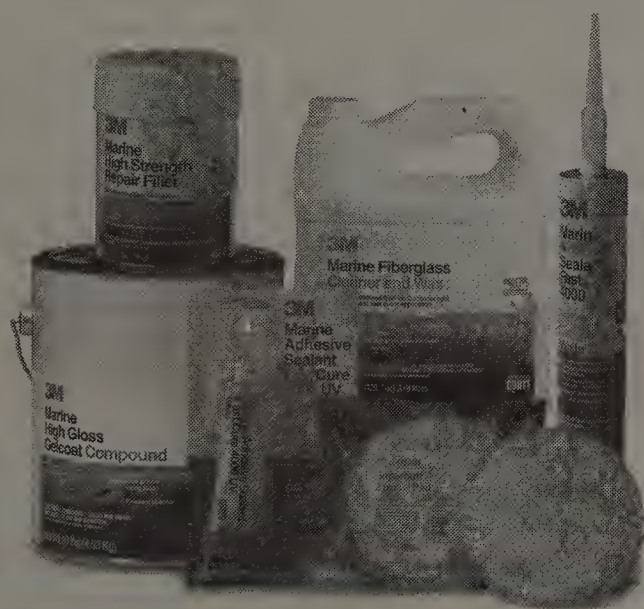
In the November issue, there were several letters about having pets on boats.

In their letter, the Mahers asked why people keep dogs on boats. They do it for the same reason that people keep cats on boats — companionship. In my case, it was unintentional. While living aboard, I was presented with a small fuzzy black dog by an old girlfriend. I really didn't want a dog just then, but you know how it goes — they wiggle into your life and the next thing you know you're hooked. Mine is half chow and half god-knows-what. I had to name him after something black on my boat, and as nothing really grabbed me — winch, shackle, stove pipe — I looked down into my cup of coffee and came up with 'Joe'.

Joe is now four-years-old and weighs about 60 pounds. He's quiet, doesn't bark, and loves to go everywhere with me. Really, he insists. He sails on my Cal 20, my Pelican, *Alma*, the scow schooner at the San Francisco Maritime Museum — which is my day job — and anything else I go out on. Trial and error has taught him to head below and out of the way when things get messy with sheets and halyards. He will come

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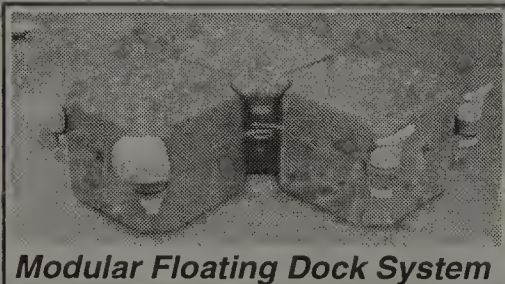
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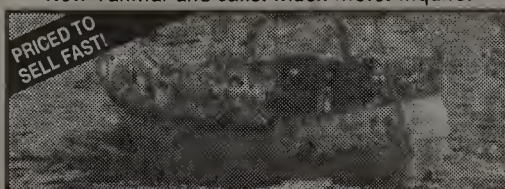
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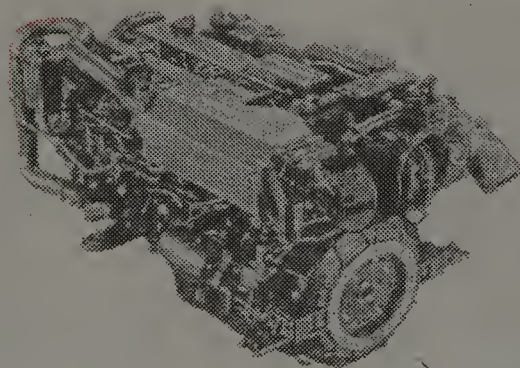
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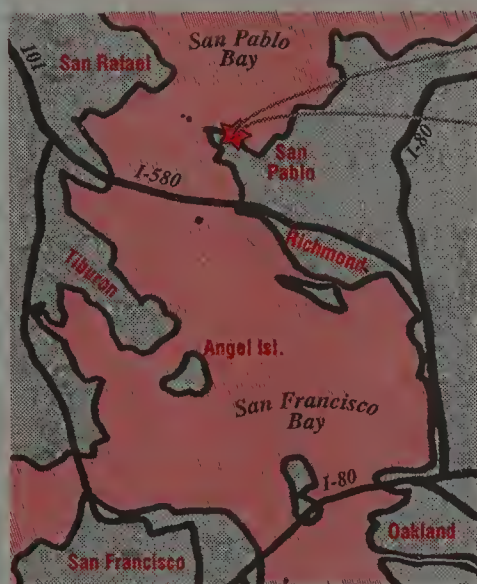
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out when things have settled down, and enjoy the sail. I tie him up when I'm not paying attention, so he won't wander off. He's done this in the past, and it's a pain. If I don't want him near the gunnels, I adjust the leash so he can't hang himself by going over the side, and I never tie him with a choke collar. A harness that fits snug is best. When at dockside, a leash on the winch works well. He's figured out how not to tangle himself up.

As is the case with kids, you have to train your dog to be a good shipmate. A schedule helps and Joe knows when it's time to go ashore to do his business and just where it belongs. He doesn't poop on the docks, sidewalks, or other places people walk. I don't know how he figured this out, but he did. He will not soil the deck unless he has no other option.

Jennifer Erickson wrote to ask about the advisability of having cats aboard. Cats are great boat pets, and she can back off on worrying. Cats can take care of themselves for extended periods of time, which is why they make great boat pets. If they want our help, they'll ask. Otherwise, you can't find them for love or money. I have an orange tabby named Stretch, who I found as a stray kitten down at a Redwood City marina. Actually she found me. Once again, I didn't want a cat just then, but this cute little fuzz ball just wouldn't leave me alone. She jumped in the truck when I was leaving, and that was pretty much that. I looked for 'lost cat' posters for a while but didn't see any, so she became mine.

Cats love sailboats, as there are all those lines to play with, places to prowl around, and cozy corners to curl up in. In fact, boats are cat heaven. The only problem I've had with Stretch is she likes to visit other boats in the marina. This has led to getting her out of a few abandoned boats and cleaning a dodger. Once I noticed that she wasn't using her litter box, and on investigating found she was making deposits on a neighbor's covers. That wasn't good, so I moved her to *Alma*. I'd had a cat on there before, so a new one was no problem.

Stretch sails with Joe — they get along well — and I everywhere on the Bay. She usually finds a hole to curl up in while we're sailing and then comes out when we moor up. When we go to places and open *Alma* to visitors, people always ask if I "still have that cat and the dog." It's great public relations.

If anybody wants to have a pet aboard, it takes a little adjustment and some common sense — which I know can be in short supply — as well as common courtesy to one's neighbors and the animal in question. Regular vet visits and anti-flea medication are a requirement. Later.

Al Lutz

Alma, Scow Schooner
San Francisco

↑↓FULLY VESTED, BUT NOT LOST IN THE FOG

I'd like to talk about fog. On the afternoon of October 20, I was listening to channels 16 and 14, 22A and 13 — I have two VHF's — as I was sailing around the Oakland Estuary alone. I heard a couple on a boat contact the Coast Guard to help them find out where they were, as they were outside the Gate, coming north, but lost in the fog. They did have a radar, but it wasn't working. After seeing surfers, the couple decided to head out on a course of 330°. The Coasties asked them how deep the water was, but they either didn't have a fathometer or it wasn't working.

The Coast Guard and Vessel Traffic Service (VTS) got the people to stop so that VTS could determine which blip they were. It was hoped that the ship *California Statesman* would see the lost boat as she came in the channel, but they reported seeing no sailing vessels. So the Coasties finally dis-

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patched a small boat to look for the lost boat. After having them do countdowns on the VHF, the rescue boat was able to locate them — despite just 150 feet of visibility — using a radio direction finder. The couple had probably sailed into the Ocean Beach surf zone off Taraval Street, a common surf spot that had surfable waves all that day. If there had been an outside set, the boat probably would have been driven onto the beach. I live in Pacifica, and I have lots of teak and mahogany in my backyard from boats that have washed up on the beach where I live.

While all this was going on, another boat coming down to the Gate from Bolinas via the inside channel called to report that they were also lost in the fog. The last thing they'd seen was a big rock with lots of bird poop. The Coasties figured it was Bird Rock. After about 15 minutes of trying to figure out their position, the sailboat *Canada Goose* located the lost vessel and guided them into the Gate. On the way in the Gate, the *Canada Goose* found a kite-boarding kite floating in the water. They called the Coasties, who said they'd rescued the kite-boarder earlier, and that he had gone home. They asked *Canada Goose* to recover the kite, which was a hazard to navigation, and gave them the boarder's phone number.

As if all this weren't enough, another sailboat reported that they were somewhere near the main shipping channel but lost in the fog also. They were located by the tug *Savannah*, which guided them in.

It's hard to believe, but all these incidents took place in a two-hour period. The Coasties did a great job, but it must be really annoying to them that recreational mariners could be so irresponsible on such a regularly foggy coast. Didn't these boats have a GPS or two? Having grown up within a few blocks of the ocean, I know about various types of fog. On that day, it got very low down on the water in the afternoon due to an upper level low that compressed the marine layer.

New subject. A few people have written *Latitude* asking how to be certain their inflatable vests will hold air in the event they are needed. My solution to this is to keep my vest partially — about 10% — inflated using the oral tube. Then I give it a good hug every time I see it on the boat. I had an inflatable that the Navy issues for deck crew on aircraft carriers. After about a year or so, a seam in the air bladder gave out. I learned about it through the 'squeeze' method.

My wife recently purchased the most popular inflatable vest, so I decided to test it a bit. The instructions noted that the CO₂ would leak out slowly through the bladder. We inflated it with the CO₂ manual cord, and after 2.5 days found that it was damn near empty! I suppose that if a person were unconscious in the water that long, it wouldn't much matter. So topping off the bladder with the oral tube would be necessary for long term survival in warm water. In any event, the vest stayed nearly 100% inflated for two weeks with air from the oral tube.

By the way, I have noted that the oral tube is easy to use on some vests and hard to use on others. A friend had one I couldn't get to deflate without a small pin to push the check valve down. The more popular brand deflates through the tube easily, an important factor if you ever want to test the vest.

Jeff Varner
Ranger 28, Full Circle
Pacifica

Jeff — Given the redundancy of today's reliable and inexpensive navigation aids — GPS, radar, and fathometer — it's hard to believe that anybody can get lost on the California

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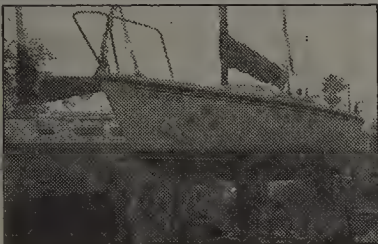
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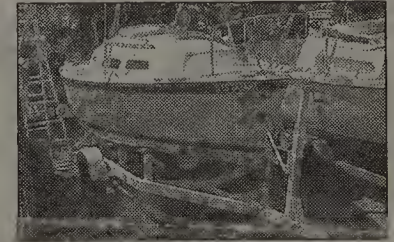
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THE MOGUL SAYS...

I have observed in recent years that I have less time each day. All of my friends also agree that they don't have as much time to get things done as they used to have. Conclusion: the days are getting shorter! Therefore, my theory is that the Earth is spinning faster on its axis. The years go by faster too. So the Earth is speeding up in its orbit about the sun. This theory probably won't be as famous as Einstein's, but you had better stop 'kicking tires' and buy a sailboat now. If you don't do it soon, you may wake up someday and discover you're too damned old.



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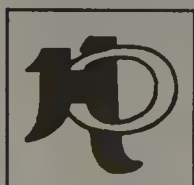


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LETTERS

coast. It would be just fine with us if the Coast Guard fined every boat that got lost \$250 — the cost of a very good GPS.

For those who didn't grow up near the ocean in Northern California, fall and winter are the most frequent times of year when the fog gets thick as whipped cream while sitting right down on the water. This is as true in the Bay as out on the ocean, so be prepared.

IN THE AFTERMATH OF KENNA

We in Puerto Vallarta have been moved by the outpouring of emotion and concern for our well-being after hurricane Kenna, that we wish to thank everyone. However, I'm been surprised by what some of you have been telling us about the news reports. In response to some of the exaggeration about the damage caused by the fringe of the hurricane, here are some details:

1) Puerto Vallarta sustained damage along a stretch of beachfront between the Malecon and the Hotel Zone. The dollar damage will be substantial, as the value of the coastal property is some of the highest in Mexico. But relatively speaking, the number of properties affected has been very small. The day after the hurricane, the Weather Channel reported that 95% of Vallarta remained virtually unaffected.

2) Not one death was reported in Puerto Vallarta as a result of the storm. This is not only a testament to the efficiency of emergency and rescue crews along the coast of the Bay of Banderas, but also further evidence that the hillside and flatland communities of this beautiful jungle town were mostly untouched. I did lose the treasured bugambilia tree in my front yard, however not one roof tile is out of place and



The storm surge from Kenna battered hotels and rolled four blocks inland.

there is no evidence of water damage. In fact, it was as though there had been no rainfall at all.

3) Many of the first-floor businesses on the Malecon were affected by the storm. However, only two days afterward establishments were already opening for business — including Carlos O'Brian's, which had been damaged but was repaired. PVNet, our Internet service provider, which is located near the Sheraton Hotel, had been flooded, but was 100% operational on the third day after the storm. As I write this, it's only four days after the storm and most Malecon businesses are open once again.

4) Airline service is back to full operating capacity.

5) All roads are open — including the Malecon.

6) The electricity had been intentionally turned off to most, if not all, of the city to avert any unwarranted damage or injuries. The service remained off during the storm, but within hours virtually all households and businesses had power again.

7) Telephone service via Telmex was available during the entire storm. I personally made and received several calls during that time.

8) With the obvious exception of parts of the Malecon and certain beachfront establishments, all the restaurants, clubs and stores are open for business, as is the rest of the town.

9) The geography of Bay of Banderas was a clear factor in

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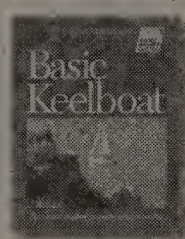
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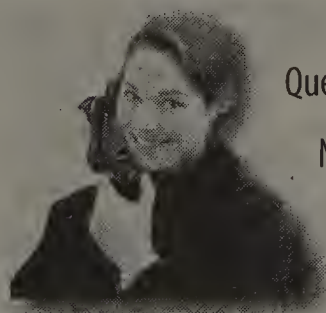
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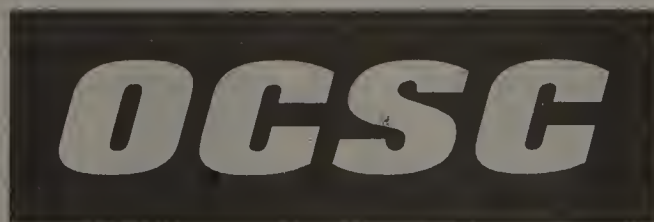


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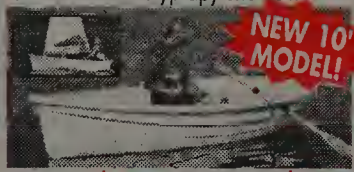
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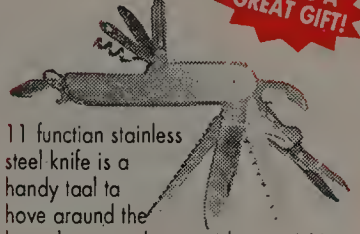
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LETTERS

Puerto Vallarta not suffering more damage. It is also evidence that we can withstand even the very worst storm that can be imagined. The U.S. National Hurricane Center, whose records go back to 1949, has no record of a hurricane core ever hitting P.V. In addition, it has been reported that no other Category 5 hurricane has swept the Pacific Coast of Mexico. Given the magnitude of this storm, I'd say that Puerto Vallarta fared very well.

While I am not trying to diminish the damage, the fact that a hurricane hit, or that thousands of people in the nearby towns of San Blas, Guayabitos, Tepic, and other northern communities were severely affected by Kenna, I do want to report that Puerto Vallarta is not in as desperate a state as some news agencies reported. Due to the fact that we are a tourist destination and are therefore better known than the towns mentioned above that were more seriously affected, we have received most of the negative press. In reality, if nobody had told you that a hurricane had come through, you'd never have known — other than for a few exceptions.

Wayne Franklin
 Puerto Vallarta

Readers — As of November 20, Dick Markie, Harbor master at Paradise Village, reports that everything is totally functional at Marina Vallarta, Paradise Marina, and Nuevo Vallarta — even though the latter was something of a wreck before the storm. La Cruz was hit hard, but things in Mexico are basic and simple, and the people are resilient. Philo is back in town and his music bar is open, the popular Luna y Sol restaurant is operational, and so are most other businesses. Punta Mita, which was much closer to the eye of the hurricane, had a rough time. But there's not much to the palapa restaurants that were resident there, and they can be rebuilt quickly. As for downtown Puerto Vallarta, the Sheraton and Holiday Inn, both of which were damaged by huge waves, are still closed. Their beaches were also badly damaged. There is also still some visible damage to the Malecon. But overall the city was up and running. All the sailing facilities and services were going full bore, and it was 85° and sunny with a nice sailing breeze.

To set the record straight, Puerto Vallarta wasn't hit by even close to hurricane winds, and perhaps the biggest miracle was that it hardly rained at all. It will be remembered, that it was the severe rains accompanying hurricane Mitch in Central America that were blamed for more than 25,000 lives lost. It's true that Puerto Vallarta hasn't taken a direct hurricane hit in recorded history, and that the tall mountains to the south would seem to protect her. Nonetheless, to claim that a hurricane couldn't make a direct hit, or that the city couldn't suffer severe loss of life because of extremely heavy rain, is to be in denial. It may not be likely, but it's certainly within the realm of possibility.

As for ourselves, as soon as this issue goes to the printer, we'll be flying down to Puerto Vallarta to enjoy the beautiful weather, water, sailing conditions, and surfing.

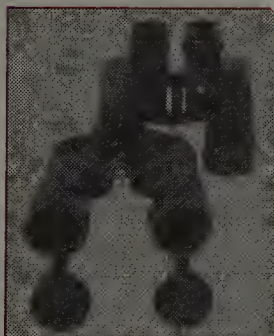
ANYONE NEED A CAL 40 FOR THE NEXT TRANSPAC

Last month's Sightings about the possibility of a Cal 40 one-design class for next year's TransPac prompted me to report that Redhead, Cal 40 hull #17, is on the hard at Nelson's Marine. I surveyed her for one gentleman and consulted for another. They were both interested in buying her and outfitting her for the 2003 TransPac, but for various reasons, neither completed the purchase. If any of the readers of that article would be interested, I believe that she is still for sale.

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LETTERS

She was advertised on page 57 in the November edition of *Latitude*.

As for my current latitude, it is 22°N at present, where I'm enjoying showery, windy weather on Kauai, watching the kite boarders from my *lanai*. Unfortunately, I have to be back in the Bay Area just after Thanksgiving, just in time to pick up the December issue!

Jack Mackinnon, AMS®-SMS
Senior Marine Surveyor
San Lorenzo

↑↓**SAVE THE SEA CUCUMBERS**

As you and your readers are aware, Vava'u, Tonga is one of the places to find humpback whales during the southern hemisphere winter. Inevitably, a small industry of whale watching tour operators grew up around this phenomenon. Also naturally, many of the folks on cruising boats wanted to see these animals closely as well. So, at the height of the season one can easily find a dozen or more vessels chasing whales around the western edge of Vava'u.

My own impression is that the whales don't seem to mind the viewing by cruisers nearly as much as the tour operators do. For their part, the whales simply ignore the boats, or, if annoyed, sound and disappear. The tour operators react differently. Citing potential dangers to swimmers and boats in general, the operators came up with a set of rules, which nicely protected their interests. Fine.

Each morning except Sunday, there is a VHF radio net in Vava'u that provides visiting yachts with good information on weather, where to get stuff fixed, do laundry, have a good meal, and so on. Recently, the visitors also have been treated to a recitation of the whale watching "rules" several times a week. Though not a terrible burden to the visitors, the unremitting repetition got to be just a little annoying. After a few weeks of hearing the rules, one fellow, going under the pseudonym *Passing Wind* broadcast the following — which your readers might find amusing.

"Guidelines for Sea Cucumber Watching.

1) Unauthorized sea cucumber watching is prohibited. Violators may find themselves attending a real Tongan Feast as the main course.

2) Disruption of the sea cucumber's meditative cycle is also prohibited. You may think that sea cucumbers are merely resting as the Norwegian blue parrot is wont to do, but they are very spiritual creatures and meditate frequently. Divers fortunate enough to get close enough may hear their characteristic mantra: "More kai — more kai."

3) However tempting, poking sea cucumbers is forbidden. These normally docile animals can react violently when provoked. Doubters may wish to view the classic nature film: *Revenge Of The Killer Sea Cucumbers*. It is not for the squeamish.

4) Under no circumstances should anyone attempt to drive or herd sea cucumbers. The last attempt resulted in a massive stampede, and when they came ashore the crazed sea cucumbers laid waste to several villages. The cries of the injured could be heard for days.

5) A note for our English colleagues. The sea cucumber is not related to the land cucumber. I repeat, the sea cucumber is not related to the land cucumber. So please, put aside any thought of using these wonderful creatures as filling for your dreadful little sandwiches.

Should you have any further questions regarding sea cucumber watching, you may either ask Holly at the Mermaid Restaurant, or pose them during the act of prayer. Either al-

FAST IN A FAST CROWD

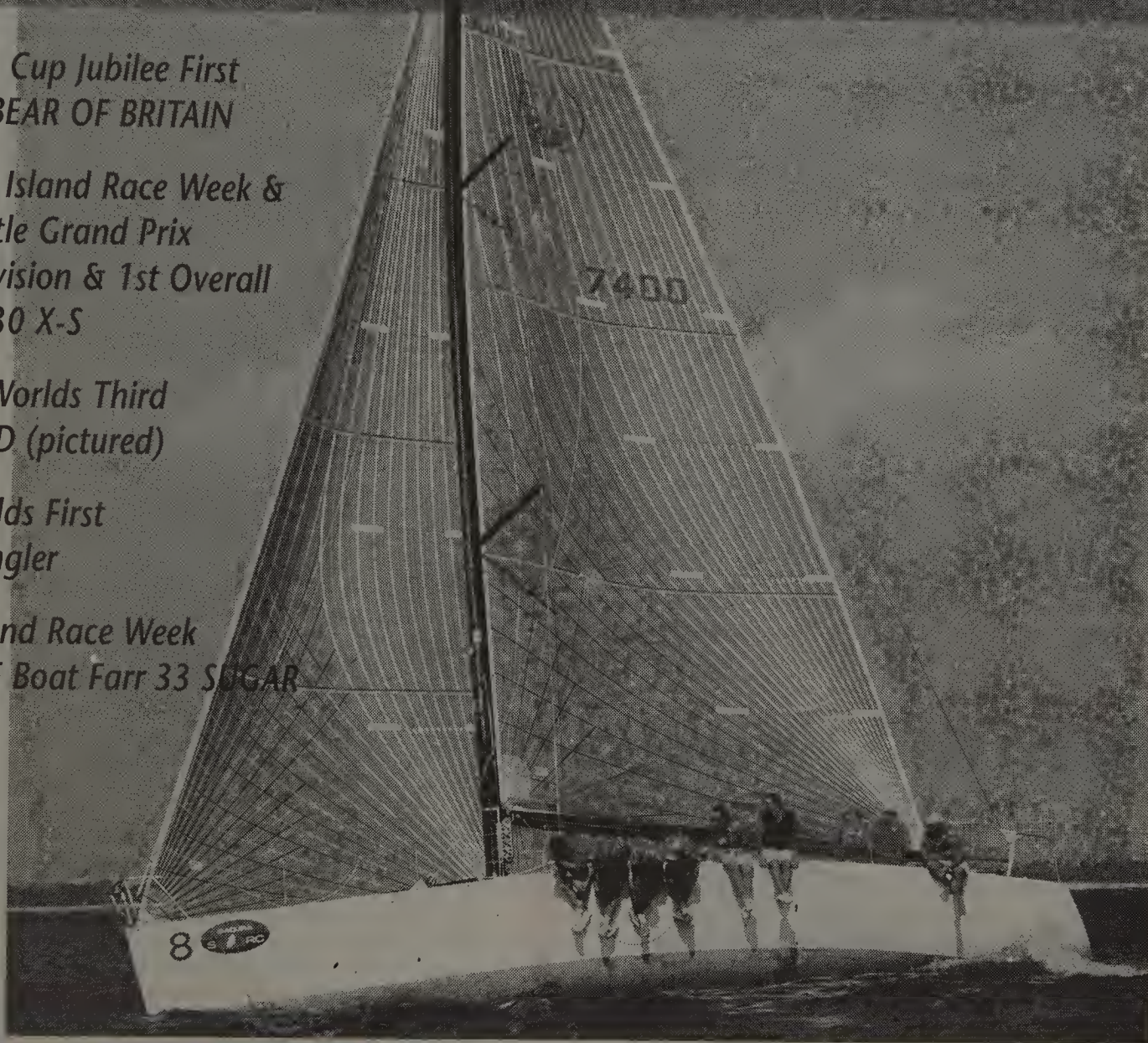
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LETTERS

ternative is equally likely to elicit an intelligible response.

Tom Scott
Planet Earth

Tom — If you are 'the' Tom Scott, famous circumnavigator and dry wit, we'd love to get a more detailed update of your life. For if nothing else, it seems as though you've got a terminal case of the cruising disease.

BEER CANS ON THE BOTTOM OF THE BAY

While the September *Max Ebb* column *The Coast is Clear*, presented a number of interesting arguments about overboard discharge, it passed on an excellent opportunity to present the best reason to keep empty beer cans aboard. That is, to deliver them to an aluminum recycling site. I recently saw on a national television news report that San Francisco was mentioned as having one of the most successful municipal recycling programs in the country, and it's a shame that *Latitude* is not more in touch. To consider the bottom of San Francisco Bay to be the equivalent of a landfill for many materials may be valid, but it does not say much for your regard for the waters you sail in, and many observers may not appreciate the difference between aluminum cans and other containers they have aboard.

If I recall the last lecture I heard on the subject, it takes 1/5 the amount of energy to recycle aluminum compared to refining it from ore, not to mention the environmental impact of mining the ore, and the waste created in the process. The benefits of recycling go far beyond getting it out of your way, or even out of the landfill. It's hard to envision any long term waste management plan that does not include recycling. It was certainly a disappointment to see sailors write a four page column devoted to waste discharge without even mentioning recycling.

Norm Hansen
Highland Beach, Florida

Norm — A couple of clarifications are in order. First, *Max Ebb* is a column, so the author's views aren't necessarily those of *Latitude*. Secondly, *Max Ebb's* columns are usually fictional stories with fictional characters used to illustrate different points of view. If you read the column again, we think you'll see that the recycling option wasn't mentioned simply so that the author could make a clear comparison between the effects of an empty beer can on the bottom of the Bay versus an empty beer can in a landfill. For what it's worth, the author of *Max Ebb* has been recycling for many years. As for our policy aboard *Profligate*, nothing goes overboard — even on long trips — except entirely organic items that will decompose relatively quickly. Everything else — even if it could legally be dumped at sea — is brought back to shore.

THE FREEDOM STORY

You ran some photos of the *Mariner 35* ketch *Freedom* aground on the beach at Z-town after hurricane *Julio*, and wondered about the story behind it. So we might as well tell you the story of 'Captain Ron' Cantoro of Long Beach.

Four years ago Ron took *Freedom* from her I-4 slip in Long Beach with plans to sail to Mexico, the Marquesas, and then around the world. Have we ever heard that before? He had a sailing novice young woman to crew with him, and as they passed the marina office his 'ode to Long Beach' was a 10-second bare ass.

The two of them worked their way down to Puerto Vallarta, where they provisioned for a trip to the Marquesas. As Ron



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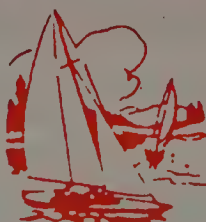


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LETTERS

told the story to us, he sailed for two weeks and was half way to the Marquesas, when his dinghy — which was being towed on a single line — was lost. He decided that it would be easier to replace the dinghy in Mexico than in the Marquesas, so despite the fact that it was mostly upwind going back, he turned around!

The return trip was very interesting. Twelve long weeks after turning back, they ran into a hurricane. They rode it out by simply going below and shutting the hatch. There were several knockdowns, the last of which threw Ron across the cabin and left him unconscious. His first mate — it was a strictly platonic relationship — thought he was going to die. Since he'd never shown her how to navigate, she thought that she was going to die too. But he came around and they arrived in Barra de Navidad 18 weeks after they'd left Puerto Vallarta. I understand that their landfall was followed by lots of earth kissing, and that the young women has not been heard from since.

Ron stayed in the marina at Barra de Navidad, then returned to work so he could save up money to buy new sails and such. Then last year Ron asked Millie and I, who are experienced cruisers, to help him take his boat through the Panama Canal. We agreed, and in the middle of November drove down to Barra in Ron's car, pulling a trailer full of supplies and equipment. We stayed with him for about seven weeks, during which time we learned that for various reasons he wasn't going to be able to get the boat ready for a long passage.

We parted company with Ron in January of this year, and moved onto a beautiful Horizon 84 belonging to a wonderful couple that we met in Barra. What a change in status for us! We rented a car for a week to do some touring, and when we got back, we found that Ron had found a woman crewmember at Minerva's in Puerto Vallarta — and had already left for the Canal! Millie and I looked at each other and said almost in unison, "She's gonna jump ship at the first opportunity."

Well, that sounds like what happened. We don't know if Ron had problems with the boat, which is very possible, or with the crew, which is also possible, but it's clear he got no further than Z-town. We have tried to contact his family and have written to a friend of his in Mexico, but to no avail. He left us an emergency phone number at a Seaman's Mail Service in Esmeralda, Florida, which we contacted to get his family's address or phone number. Unfortunately, they said that giving out the numbers and addresses would be violating their security! I guess having one's boat wash up on shore isn't important enough to violate security.

In any event, Captain Ron has left us with a legacy that we will remember each time we enter Z-town.

Dick DeRusha & Millie Warren
Salty Dog
Long Beach

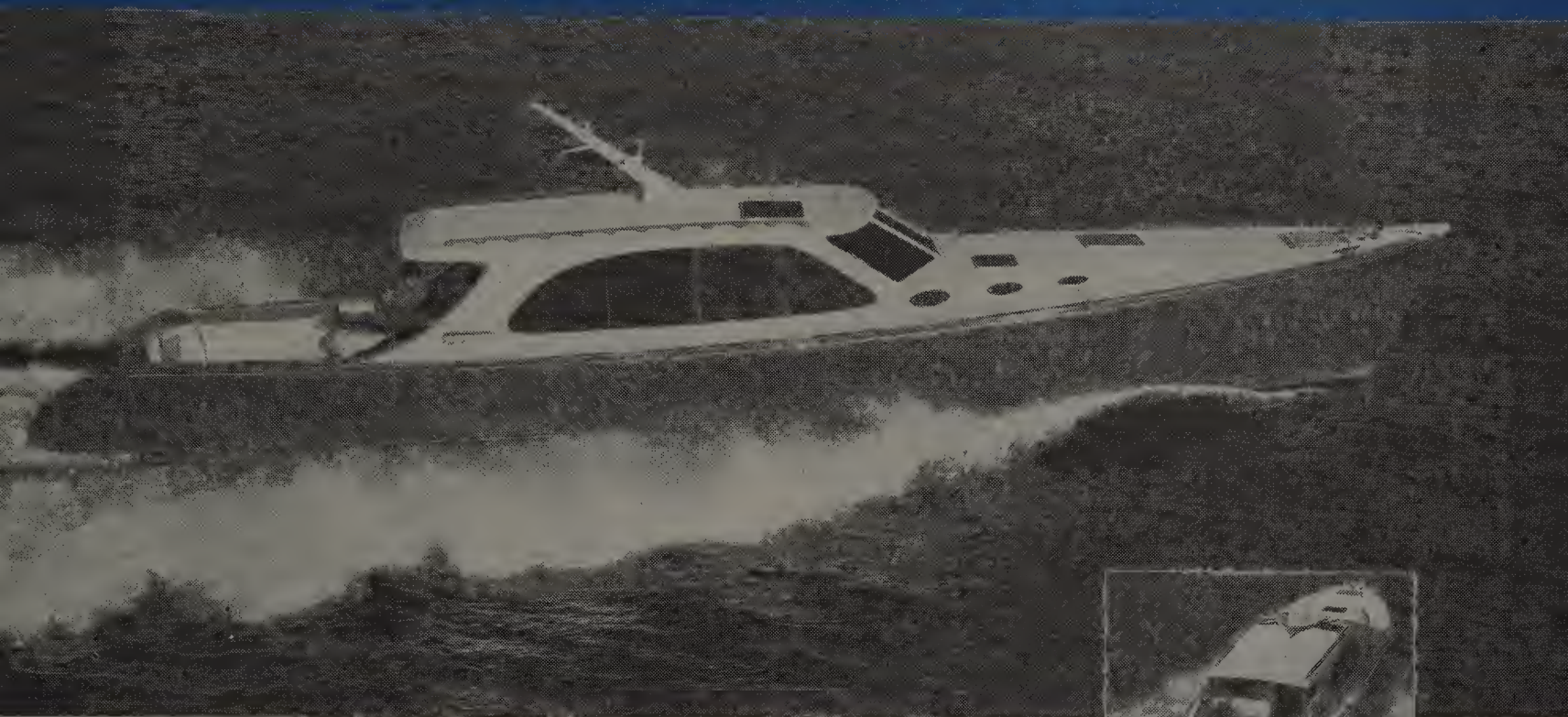
Dick and Millie — Thanks for that report. One can only wonder how differently things might have turned out had Ron just kept going to French Polynesia after losing the dinghy. Having to make the tortuous upwind sail back to Mexico with a Mariner 35 would have been enough to drive a lot of sailors around the bend. In any event, we hate to see the boat destroyed and Ron lose something that clearly still had considerable value.

↑↓WHY ONCE EVERY YEAR?

Here's an edited copy of a letter that I recently sent to the Coast Guard's National Vessel Documentation Center regarding difficulties I'm having with the current system:

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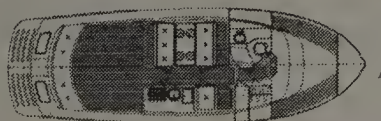
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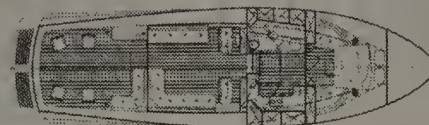
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LETTERS

"There are two problems I have experienced as a result of having to renew my boat documentation annually. As a cruising sailor, I often don't stay in one place for very long, and quite often don't have an address for my next destination(s). Consequentially, the renewal notice that you send, and which I must sign, frequently chases me about, or must be held by my mail forwarder until I can give him an address. Since the renewal notice is sent out only marginally early enough to be received and returned in an out-of-the-way location, it usually results in me getting in a panic trying to renew my documentation in time to avoid a significant late fee. Then there is the renewal sticker itself, which only rarely arrives before the expiration date of my documentation.

"What follows are two examples of how this renewal policy has made things difficult for me. Two years ago, my mother, who forwarded my mail for me, passed away. Consequently, my boat's notice of renewal was delayed for more than a month, and I ended up having to pay the late fee. More recently, I attempted to check out of Thailand, but because my documentation had expired, I almost was not permitted to leave. In the end, I was allowed to go, but not return — until the documentation was renewed. Fortunately, Malaysia, my next destination, was not so pedantic.

"In any event, I still don't have my renewal, and although I have managed to track it down, won't have it in my hand to sign for another couple of weeks. Brits, Aussies, and Kiwis, aware of my plight, can not believe the hoops I have to jump through on a yearly basis — since their documentation is valid for as long as they own their vessels! This then, is my first question: Is there truly any compelling reason to require cruising sailors to renew their documentation on a yearly basis?

"I expect to leave Southeast Asia in December to cross the Indian Ocean. I'll be passing through the Andaman Islands, the Maldives, the Chagos Archipelago — where there is no mail service and where I expect to stay for up to four months — and on to the Comoros and Madagascar. I have no address for any of these destinations. Nor do I have any idea where I will be in July/August, when this renewal process is required to run its course. My second question then: Can you please tell me how I might be assured of arriving at one of these destinations with an unexpired documentation certificate, and how I might avoid paying yet another late fee? This is a genuine concern for me, and not just a whine. I'd very much appreciate your suggestions.

"I have sent a copy of this letter to a popular yachting magazine in the hope that it might spark some debate, and perhaps encourage the NVDC to reconsider this requirement.

Scott Bradley
Ini
Southeast Asia

Scott — You raise a couple of excellent points. First, would it not save the Coast Guard money, and documented boat owners a hassle, if mariners only had to renew recreational boat documentation once every three, five, or even 10 years? After all, what's sacred about the 365-day time period? Besides, the Coast Guard does all the mailings and administrative work without charging a fee, so it's money they don't recover.

And if for some legitimate reason a multiyear renewal wasn't feasible, couldn't the renewal process get started further in advance of the deadline — particularly for those with boats in foreign waters? We received our notice of renewal for Profligate on October 10. We're human and didn't return it immedi-

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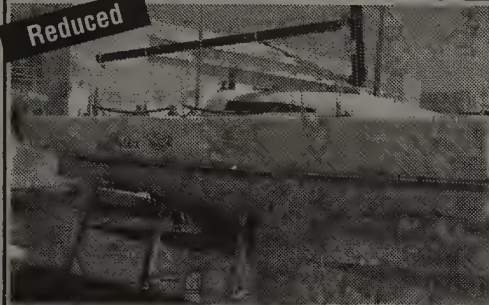
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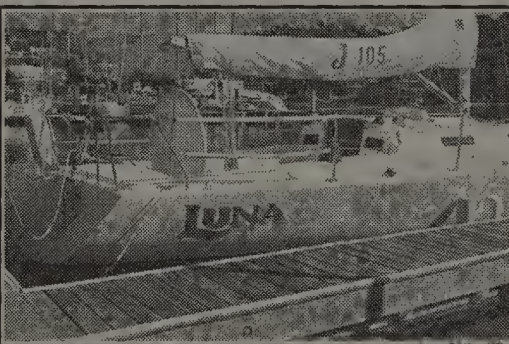
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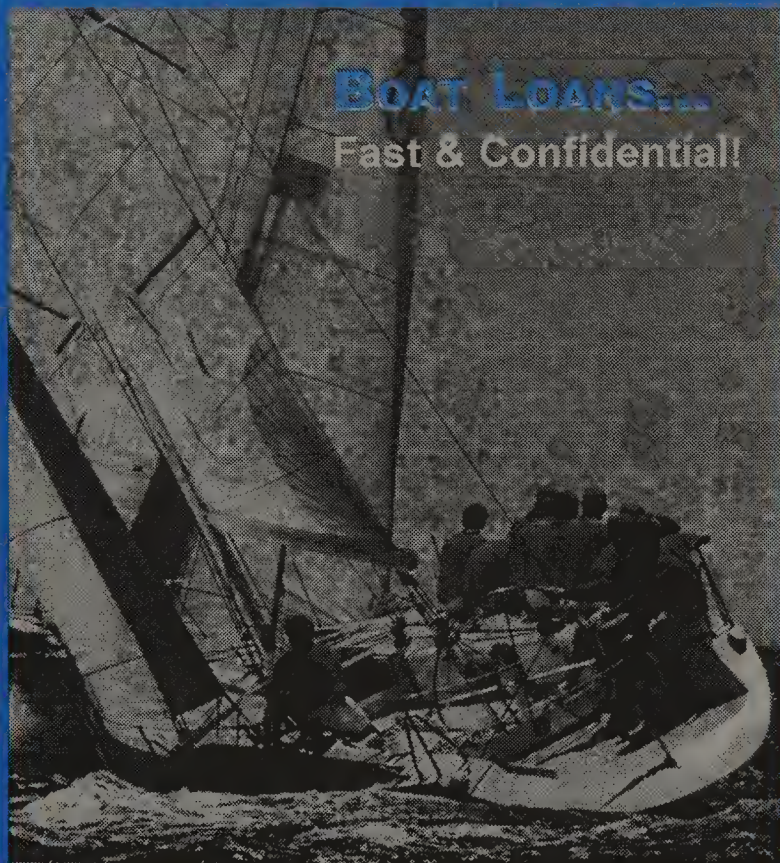
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LETTERS

ately, and then were gone for a couple of weeks while doing the Ha-Ha. We're sure that the Coast Guard will send the renewal sticker back to us before the November 30th deadline, but we'll have already headed south to the boat again. This means we might not be able to clear out of a Mexican port — unless, of course, we bought some blue stickyback paper and created our own 'temporary' renewal sticker until we had time to get the real one to the boat. Making such a 'temporary' sticker would be wrong and illegal, of course, which is why doing it would never so much as cross our minds.

By the way, on the renewal form there's a notice that says, "The Coast Guard estimates that the average burden for this form is five minutes. You may submit any comments concerning the accuracy of this burden estimate or any other suggestions for reducing the burden to: Office of Management and Budget Paperwork Reduction Project, 2115-0110, Washington, D.C. 20503." We timed our 'burden', and it was 17 seconds. Honest. Nonetheless, we're going to write the Paperwork Reduction Project, because if we only had to do it once every five years, it would save us time, the Coast Guard money, and the earth trees.

↑↓COAST SHOTS

Check out www.californiacoastline.org, a website put up by a 38-year-old retired dot-commer turned environmentalist and his helicopter pilot wife. They've photographed every mile of the California coast to monitor development, coastal



A bird's eye view of Santa Barbara Yacht Harbor.

access, and so forth. Here's the photo of the yacht harbor at Santa Barbara.

P.S. I hope everything went well with the Ha-Ha, I was sorry to miss it for the first time in four years.

Bear Turpin
Oso Loco, Kettenberg 32
Santa Barbara

Bear — We think the site is great, for the shots of places such as Newport Beach offer a powerful 'one photo is worth a thousand words' evidence that housing, not boats, are the real threat to the environmental health of the California coast.

↑↓ONE IS ELITIST AND THE OTHER SCRUFFY

If I hadn't canceled my subscription to the *San Francisco Chronicle* when Herb Caen passed to his reward above Sackamenna, I certainly would have after reading Julian Guthrie's piece of garbage regarding the relationship between the Golden Gate YC and Oracle BMW Racing. Maybe she was trying to be cutesy.

I have been a St. Francis YC member for 20 years, but some of my best boating memories are centered on the Golden Gate YC. After all, who can forget the Wednesday night Folkboat beer can races and Manny Fagundes' feeds after the races? There were as many St. Francis members packed in the old barge as members of the Golden Gate YC. The re-

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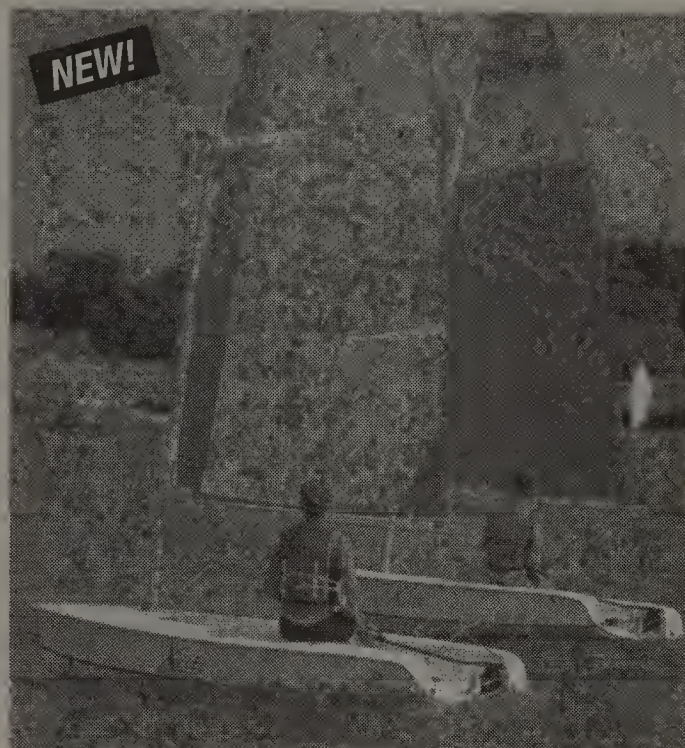
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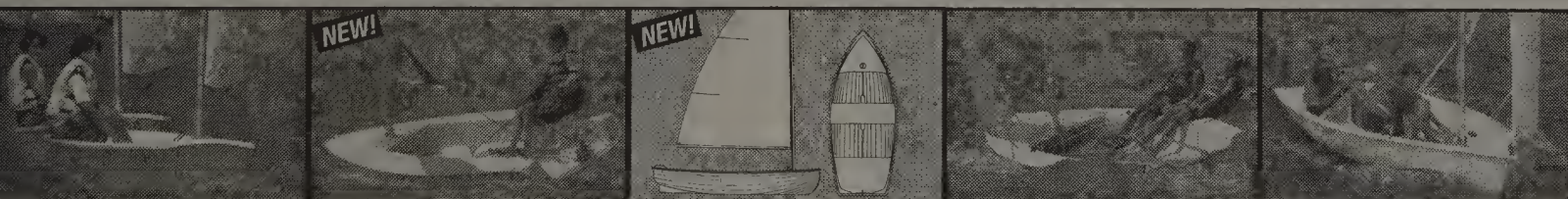


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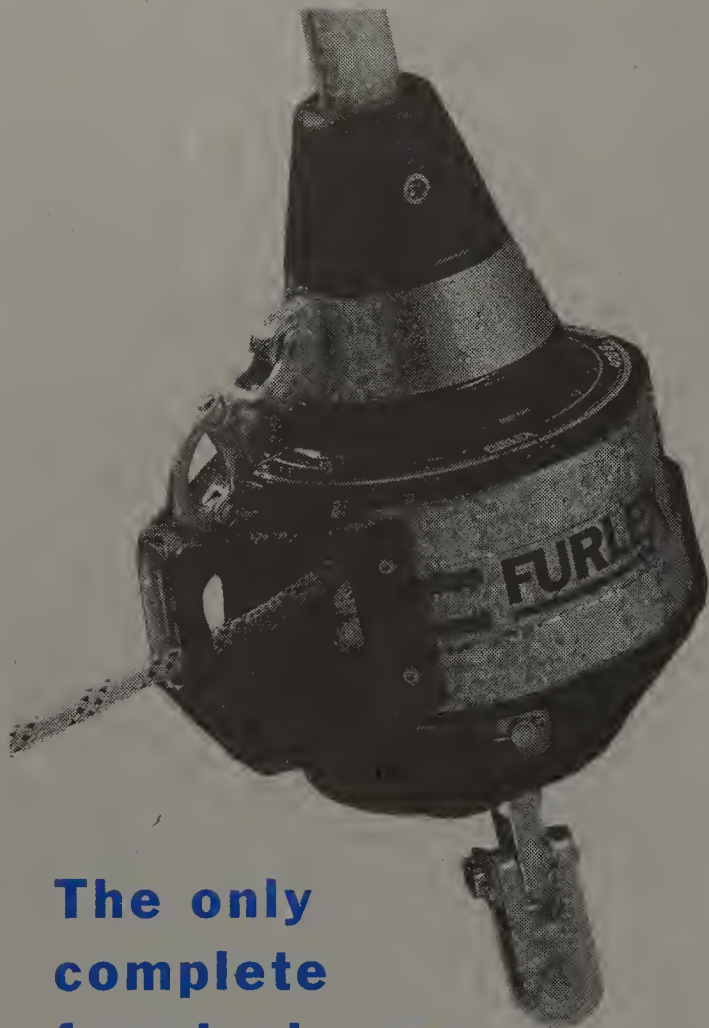
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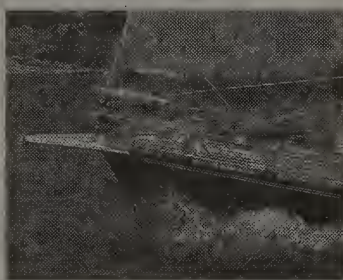


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porter characterizing one club as elitist and the other as "scruffy" does both clubs, and yachting in general, a real disservice.

Ron Killian
'S Mine, Catalina 310
Long Beach / Born And Bred In San Francisco

Ron — It's obvious that Guthrie isn't very familiar with yacht clubs — and like the general public assumes that most look like the St. Francis. So by describing the Golden Gate YC's very pleasant clubhouse as "scruffy," she's missing the mark.

Her description of the St. Francis as "elitist" isn't accurate either. Yes, the St. Francis is clearly one of the top-end yacht clubs in the United States, and is not for paupers. But what Guthrie failed to mention is that the St. Francis also functions as sort of a regional yacht club, to which just about everybody



San Francisco's Golden Gate Yacht Club.

who races on San Francisco Bay is a nonpaying 'member'. The club has the location and the means to be of great service to many regular sailors in the area, and has been generous with both. In addition, the St. Francis also has a long history of nurturing and supporting talented young sailors — Paul Cayard is just one example — no matter what their background. For the record, we are not and never have been a member of that club.

Other than the selection of those two unfortunate adjectives, we thought Guthrie's article was overwhelmingly accurate and portrayed everyone in a favorable light. The Golden Gate came off as 'the little club that could', with a bunch of regular folks as members. Larry Ellison came off as a billionaire who isn't embarrassed to have invested \$85 million in an effort in the name of a modest yacht club. And the St. Francis YC came off as magnanimous, for then Commodore Steve Taft said that while the club was disappointed that Oracle BMW wasn't sailing for them, they were happy for the syndicate's success and "would do anything" to help the Golden Gate YC host an America's Cup. Indeed, if Oracle BMW were to win the America's Cup, we have a sneaking suspicion that both clubs might work together to host it.

Guthrie, incidentally, is the author of The Billionaire And The Mechanic, an article in the October 2002 issue of San Francisco Magazine about how Oracle BMW came to sail for the Golden Gate YC rather than the St. Francis. It's not only well written, but is filled with some terrific insider information courtesy of Ellison himself. For example, he told Guthrie that Dickson didn't get to be skipper because he was verbally abusive of the crew and — get this — despite being the most talented skipper anywhere, "freaks under pressure." Ellison says Cayard was sidelined because they didn't "see eye to eye" and because Ellison didn't enjoy sailing with him. If you're interested in the whole Ellison, St. Francis, Golden Gate,

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Publisher, Blue Water Sailing

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The emphasis throughout this book is on *survival* weather because if you are prepared for the worst, *normal* gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

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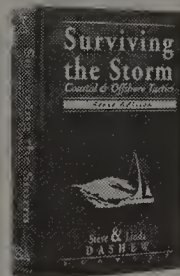
Perhaps the most valuable lessons in *Surviving the Storm* come at the end, when the Dashews recap common problems that occur over and over again, around the world - problems which lead to unnecessary injury and abandonment of vessels. The vast majority of these situations occur due to lack of knowledge on the part of the skipper and crew, and need not have happened. *Surviving the Storm* teaches you how to avoid these mistakes.

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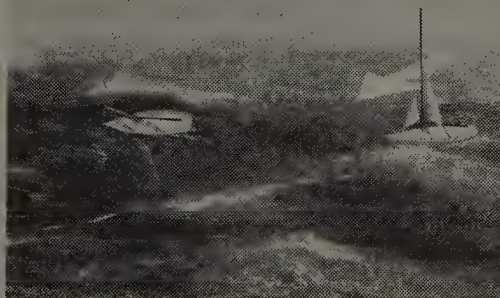
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LETTERS

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↑↓SAIL KAYAKING THE CARIBBEAN

On this new year I am planning a sailing kayak tour of the Caribbean islands from Trinidad to Puerto Rico, and if I have time — I have a little more than a month — perhaps Cuba and the Bahamas also. I am very interested in the winds and currents in the area, and whether it would be better for me to go from south to north or north to south. I plan to cross between most islands on my kayak, but in some places — such as Trinidad to Grenada, and Anguilla to the British Virgins — I will take a ferry. Do you have any information about ferry connections?

Matjaz Prosen
Planet Earth

Matjaz — On the surface, it sounds like great fun. Unfortunately, even if you were the world's greatest kayaker, there are some major problems. First of all, it's about 900 miles from Trinidad to Puerto Rico via the other islands, which means you'd have to cover 30 miles a day. Perhaps a good kayaker can cover 30 miles a day for a month in good conditions, but it's not going to happen on this route because it's often very windy and rough in the Caribbean. This is never more likely to be true than early in the year when the Christmas Trades usually blow. Day after day of 25 or more knots is not uncommon and calms are rare.

It wouldn't be that bad if it were all downwind, but no matter if you go north to south or south to north, it's going to be upwind for the first half. Heading south is absolutely out of the question, however, as there's no way you're going to make it upwind from the Virgins across the notoriously rough Anegada Passage to St. Martin — unless you can paddle upwind into 30 knots of wind and breaking seas for a couple of days. And even if you could, you'd still have to make it 100 miles further upwind to Antigua before you could crack off just a little. Alas, the crescent shape of the string of islands in the Eastern Caribbean means you won't necessarily get off-the-wind conditions going south to north either — at least until you get halfway up the chain. This means that you'd have to start with a nasty 65-mile upwind paddle from Trinidad to Grenada, where it can blow like stink. And that would be just the beginning of the tough stuff. Hopping a ferry would seem like an excellent solution — except there aren't any ferries. Not from the BVIs to St. Martin. Not from Trinidad to Grenada. In fact, even though the islands/countries of the Caribbean are rarely more than 30 miles apart, few have ferries between them.

One doable itinerary would be to take a plane and ferry to the Bitter End YC at Virgin Gorda in the British Virgins. From there, it would be mostly downwind in mostly protected waters through the length of the British Virgins to St. Thomas in the U.S. Virgins. If you don't get mugged there and still have some energy, you could try paddling the rest of the way downwind through the so-called 'Spanish Virgins' and maybe even as far as Puerto Rico. It's only about 75 miles in a straight line.

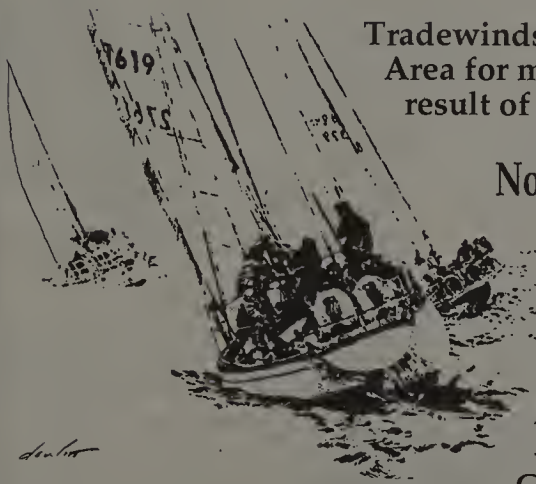
Hold the press. . . Shortly after writing up our skeptical thoughts on your idea, we stumbled across an article in the Caribbean Compass newspaper shortly before going to press which discusses — you guessed it — kayaking in the Eastern Caribbean. You can check out the crew's log at www.water.org/kayak.

↑↓AMERICAN MADE OPEN OCEAN BOATS

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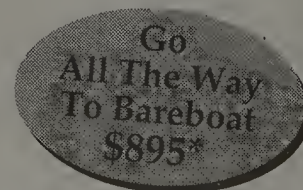
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Making boating easier – and more fun! is what a marina should be all about. That's why Oyster Cove Marina rates number one with many Bay Area mariners. It's an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips 30', 32', 36', 40', 44', 50' and 60' in length.

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LETTERS

tion of an 'open ocean' category boat? My interest lies in a motorsailer, approximately 50 feet long, rigged for singlehanded operation, but not shoal draft. Could you recommend some used boats of this general description? Would any of these be American made?

I have substantial experience in everything from Newport 20s and Dragons to Kettenbergs and Columbia 50s, and my intent is to cruise for a couple of years, including on the open ocean.

While in Europe, I inspected a Palmer/Johnson, which was incredible, but out of my price range. I also saw a condo/Oyster and a greatly mistreated Hinckley.

Jack Rebney
Planet Earth

Jack — We'd love to assist you in your boat search, but you've given us frightfully little to work with. Let's start with seven basic questions: 1) How much do you want to spend? 2) How old are you and what kind of shape are you in? 3) Where do you intend to cruise?



COURTESY OYSTER

4) Are you an enthusiastic sailor or do you want a boat mostly for mobile accommodations? 5) Are you interested in a systems-intensive boat and comforts, or would you prefer a more simple and functional boat? 6) What's your mechanical I.Q.? 7) A 50-ft motorsailer is likely to be quite heavy and difficult for a singlehander, why does that size and style appeal to you?

Oyster builds fine sailing yachts.

As for our definition of an 'open ocean' boat, it's "a boat 25 feet or more that was professionally designed and built for open ocean sailing." That's a big tent under which a lot of vessels can fit.

By the way, if your "condo/Oyster" comment was meant to be denigrating, it shouldn't have been. Oysters are on the luxurious side of the design spectrum, but they are also fine sailing boats.

↑↓NICE TRI

I was on a mooring at Fourth of July Cove on Catalina in the middle of October on my just refit and relaunched Horstman 38 trimaran *Crossroads*, when lo and behold *Profligate* pulled in a few cans over. I couldn't get you guys to look over for even a 'thumbs up'. Don't I even rate a Bronx salute? I know I'm only a little ol' tri, but don't we multihulls all have to stick together? Jeez.

Thomas Wessels
Crossroads, Horstmann 38

Thomas — We're sorry if you felt snubbed, but both the *Wanderer* and *Doña de Mallorca* gave you a couple of quick waves. Perhaps you weren't looking.

On most occasions we're sociable with everyone — no matter if their boat is big or small, new or old, monohull or multihull — and we're often happy to give tours of *Profligate*. In this instance, we had more important priorities: 1) Getting the boat squared away with unfamiliar crew at an unfamiliar mooring

SAFETY WITH A TWIST

Why a Garhauer Radar Tower?

Rather than depend on high maintenance gimbal mechanisms, a large knurled knob quickly levels your radome to the tack you're on. Whether you are cruising coastal or offshore, we have the tower to meet your needs. Call us today to discuss the best solution for your boat.

All stainless steel: Not powder coated, our towers are polished stainless steel, designed with quality marine materials and built in the USA. All radar towers come with a 10 year unconditional guarantee.

Free technical/installation support: You are only a phone call away from a helpful and knowledgeable representative.

Each all stainless steel radar tower kit comes complete with:

- Polished stainless steel pole
- Radar plate matched to your radome model
- All mounting hardware
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Great price: Because Garhauer sells only direct to our customers, we are able to offer top quality gear for a lot less than elsewhere.

				without hoist
RT-8	2.0"	surface mount	\$550	\$357
RT-8	2.5"	surface mount	\$660	\$495
RT-10	2.0"	below deck mount	\$588	\$411
RT-10	2.5"	below deck mount	\$704	\$528

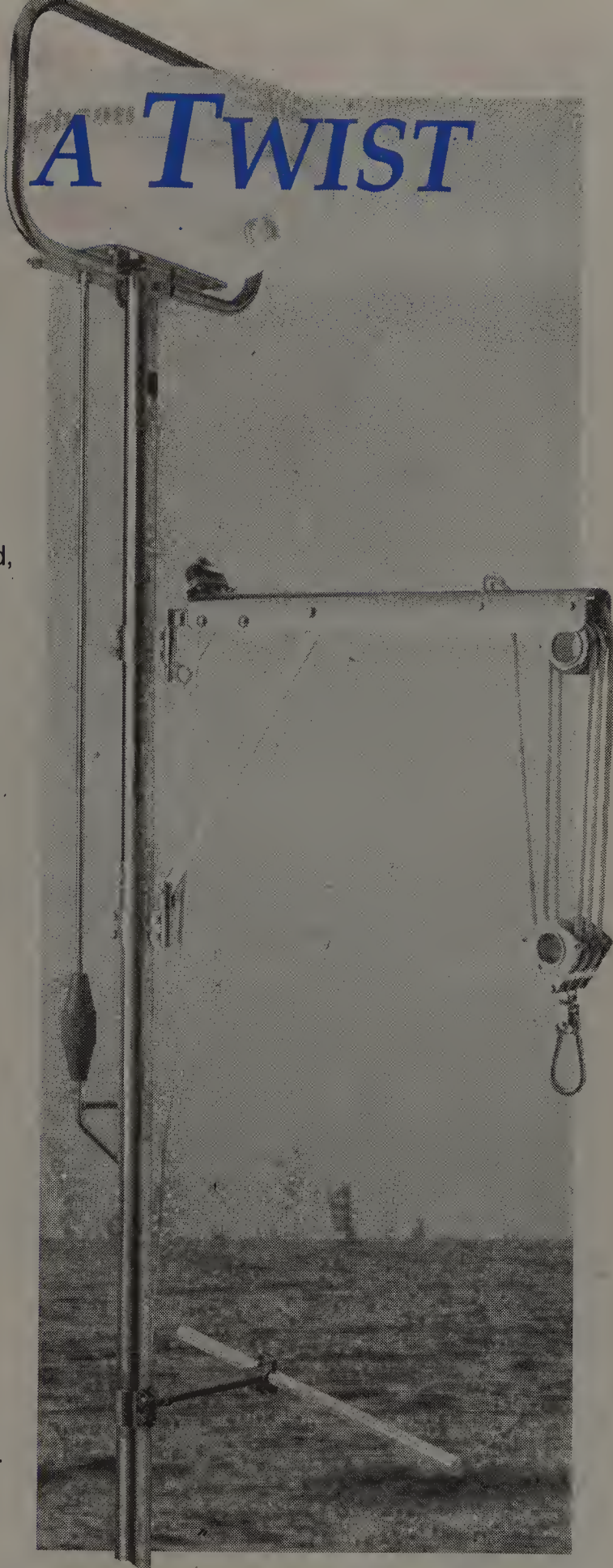
Tower shown includes the optional antenna hoop, available for mounting other antennas in one easy to access location.

GARHAUER

MARINE HARDWARE

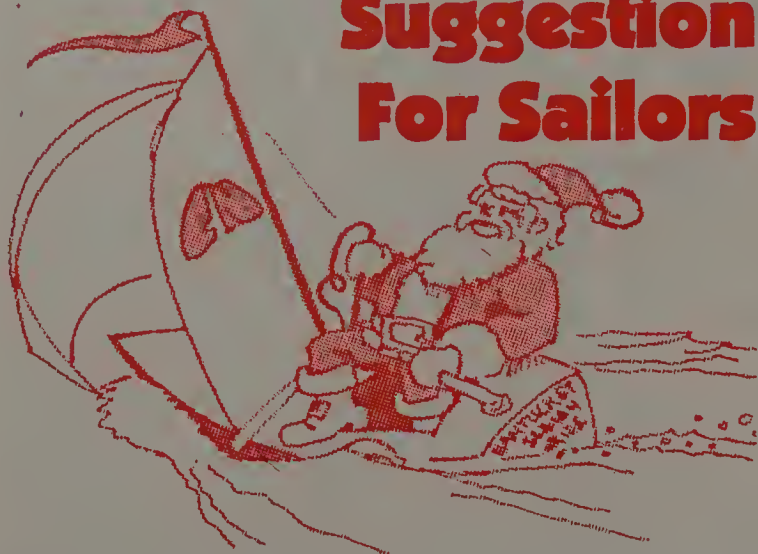
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10 Year Unconditional Guarantee



Tower shown with optional antenna hoop (radome not included)

Santa's Holiday Gift Suggestion For Sailors



Some people think they need to fly 3,000 miles to have a great family vacation and many of those fly to San Francisco!

You live here and can enjoy it anytime you want. Club Nautique provides access to one of the world's great vacation destinations, right in your backyard. It may be one of the most affordable and enjoyable family vacations you ever take... and you can take them regularly and with ease.

I don't know the reason more people don't think of this, but it must have something to do with the reason people like to buy water shipped all the way from France, or order Atlantic salmon (on the East Coast, the delicacy is Pacific Salmon!).

Club Nautique benefits from this with customers who spend lots of money flying from far away places to learn to sail or charter where there's plenty of wind and beautiful scenery. The reverse is also true and it seems a shame to live just minutes from the world's best sailing and not take advantage of it.

This year I recommend calling Club Nautique and giving a gift the whole family can enjoy together. The folks at the club will help you decide on a lesson package, charter, or membership which is perfect for you and all those on your holiday gift list.

Happy holidays!

Santa



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San Mateo • 1-888-693-SAIL

Sausalito • 1-800-559-CLUB

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LETTERS

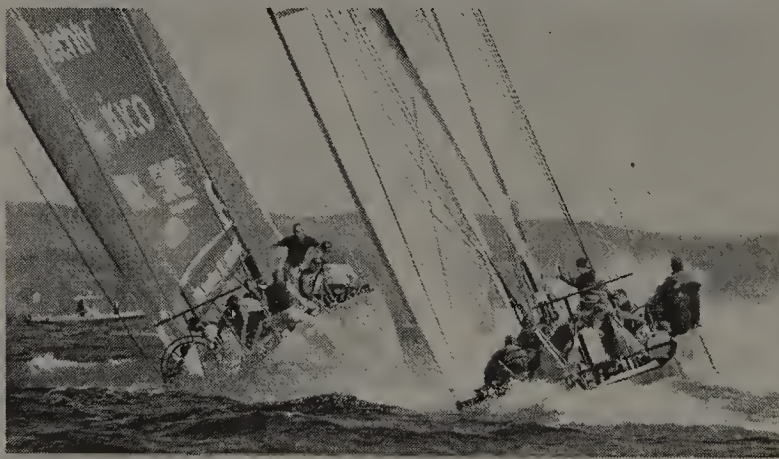
near the rocks; 2) Getting the other two boats in our party squared away with the Harbor Patrol and onto nearby moorings; and 3) Getting the boat ready for the arrival of about 20 guests. So we were a little preoccupied. We were also exhausted. Until 2:30 p.m. the previous day we'd been busting our butt on filthy jobs at the Channel Islands Boatyard getting the cat ready for the Ha-Ha. So in the less than 24 hours before we saw you, we'd put the entire boat back together, jammed down to King Harbor for a surprise 40th birthday party, been out until late, and then sailed out to Two Harbors. As you probably noticed, we charged out of Fourth of July Cove early the next morning, as there were the small matters of an imminent Latitude deadline and taking care of the last thousand or so details for the Ha-Ha.

So please give us another try when we're not so busy, and we'd be delighted to chat and trade tours of our respective boats.

ONEWORLD TURNS MY STOMACH

Here's a copy of a letter that I sent to the OneWorld Syndicate:

"I feel compelled to write to you to express the very mixed feelings with which I observe your progress in the Louis Vuitton Cup. As a sailor for over 30 years, and one who has followed the America's Cup races with interest for years, and much as I would like to see the Cup returned to our shores, I find myself unable to take any pleasure in your victories. Your possession of confidential information about a competitive syndicate's design and plans has compromised the integrity of your effort fatally. The penalty assessed was not nearly



BOB GREISER

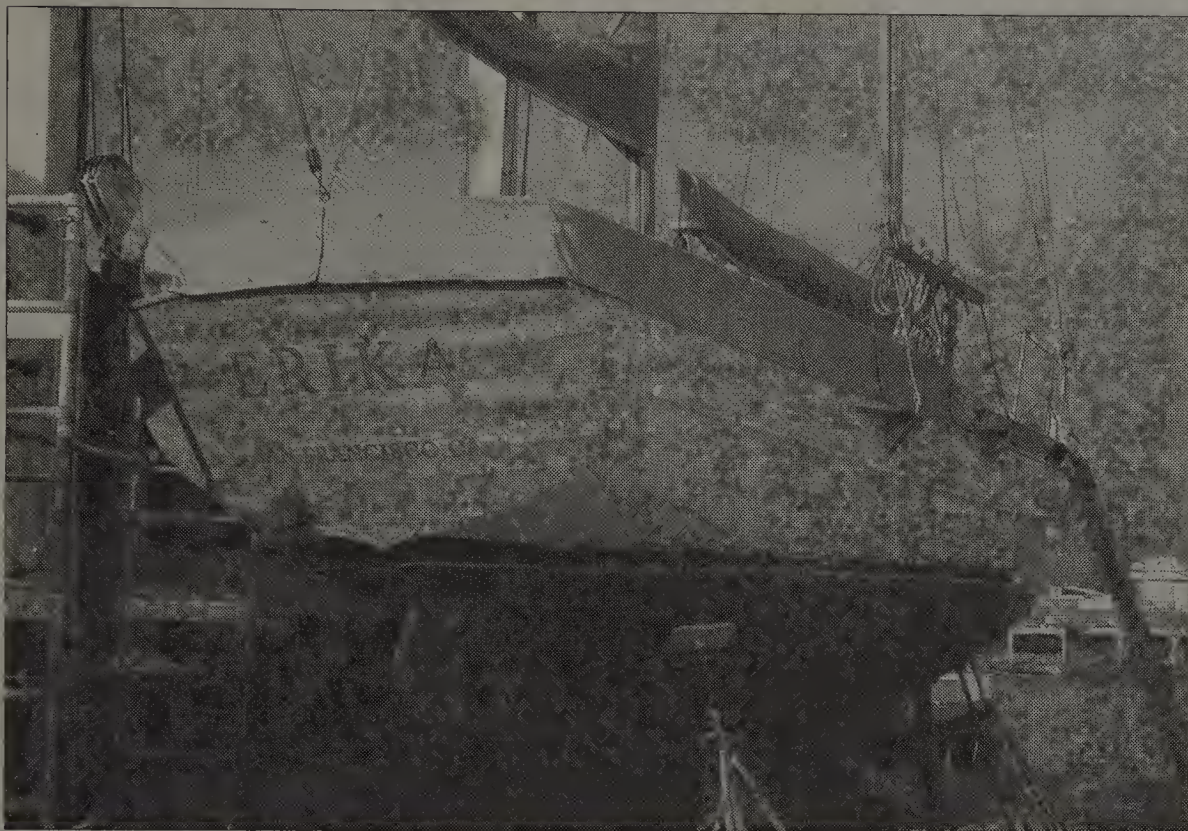
'Oracle' beat 'OneWorld' four to zip in the Quarter Finals.

proportional to the crime.

"In my view, your group should have been prohibited from competing at all. You have damaged the entire sport in the eyes of the world. If you win, you will have shown the world only that the people of the United States — and Seattle in particular — are not sportsmen, and can win only by cheating. I do not feel that this is the case, and you have done our country a serious disservice through your ethical lapses. Perhaps along with their financial support, you have also absorbed the ethics of the Microsoft cartel? This is a truly unfortunate state of affairs, and no one associated with your syndicate should feel anything but shame, even if you 'win'. Your pretensions to 'environmentalism' turn my stomach. Your behavior has also discredited the environmental movement, which deserves better.

"As a result of your unethical behavior, if you are the Challenger for the America's Cup, I will be rooting for New Zealand. I don't want the Cup back tainted and stained. Let them keep

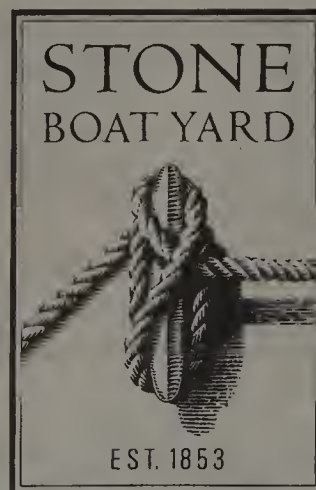
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Approximate tax deduction	26,500

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- Be willing to charter it to qualified skippers
- Need income tax relief
- Have good credit and sufficient down payment
- Take delivery by December 31, 2002

We have a limited number of openings remaining this year for new sailboats and trawlers at the following locations:

Alameda	San Mateo
Sausalito	Newport Beach

If you would like to learn more about this opportunity, contact us immediately for complete details. Remember, you must take delivery before year end, so do not delay!

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The information herein is believed to be correct, but not guaranteed and will vary with the boat owner's personal tax specifics. Check with your attorney or CPA for tax advice.

LETTERS

it until an American syndicate that actually *deserves* to win can be assembled."

Michael Daley
A Sailor With A Conscience

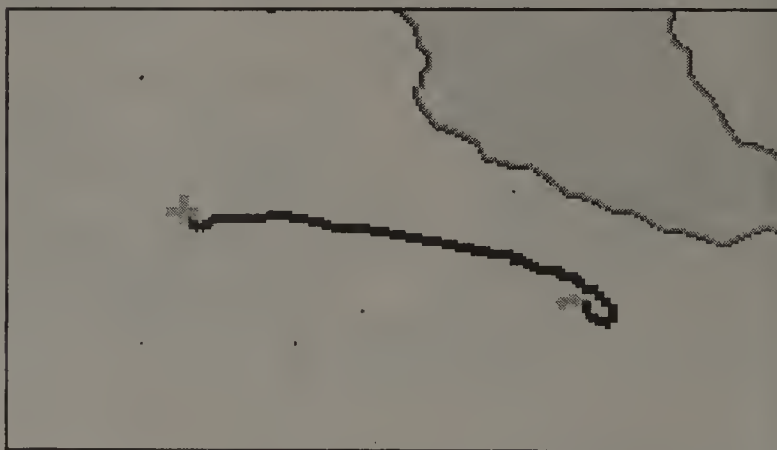
Michael — It's just wild speculation on our part, but we're thinking you probably enjoyed Oracle BMW's 4-0 win over OneWorld in the Quarter Finals.

↑↓BAJA BASH

I'm planning to bring my Hans Christian 38 back up to the Los Angeles area from Puerto Vallarta in late May and early June of next year, and am looking for any information or experiences. My intention is to take the offshore route so as to avoid the standard Baja Bash. I've done the latter twice on another boat and don't care for a threepart. If anyone has done the offshore route at that time of year, I'd like to hear from you.

Steve Nash
Hans Christian 38
Puerto Vallarta

Steve — We'll give you three good reasons in three years why nobody should try the offshore route from Puerto Vallarta to Los Angeles in late May. In 2000, there was hurricane Aletta off the mainland coast with up to 90 knots from May 22 to May 28. In 2001, there was hurricane Adolph off the mainland coast with up to 125 knots from May 25 to June 2. And in 2002, there was hurricane Alma off the mainland coast with up to 95 knot winds from May 24 to June 1. Anyone who attempts the offshore route from Puerto Vallarta is going to start off by sailing westsouthwest, which will take them directly across this well documented 'hurricane highway'. It's



In late May, 2001, Hurricane Adolph danced off the Mexican mainland.

not quite as risky as darting across an L.A. freeway at rush hour, but it's close. And even the worst Baja Bash is like having a kitty lick your face compared to being caught in a hurricane.

Here are two more reasons why the 'offshore route' wouldn't be good for you in particular. First, the better a boat points, the more the route makes sense. The HC 33 has a lot of nice qualities, but pointing ability is perhaps the least of them. Second, the further north that your ultimate goal lies, the better the offshore option becomes. But since it's only 1,000 miles from P.V. to L.A., it just doesn't make sense to sail 700 miles offshore at a nearly right angle to your ultimate goal. To our knowledge, not a single one of the cruising boats that tried the offshore route last year stuck with it.

Our suggestions: 1) Leave P.V. by mid-May on a traditional

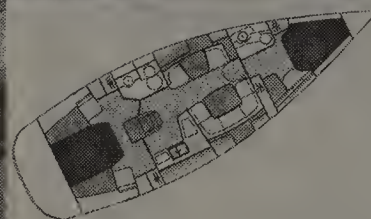
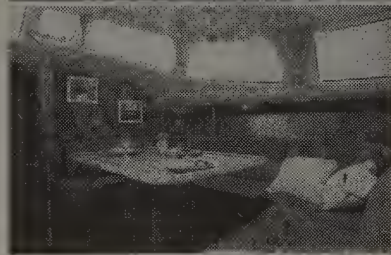
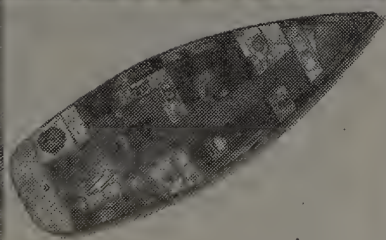
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At Cruising Specialists, we have the best selling deck saloon models in the world. From Jeanneau of France, we offer the 40DS, 43DS and the new 54DS. And for a DS with an American flavor, the new Hunter 426DS. Come check out this new performance cruising design and see how hard it is to choose!



Hunter 426DS

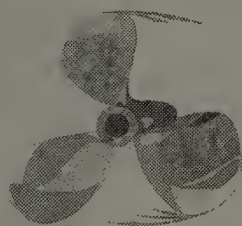
Introductory Base Price: \$199,990

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Jeanneau 43DS

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*Financing shown subject to credit approval & may vary with buyer's credit rating. Payment shown is typical after a down payment of approximately 20% and depends on equipment selected, interest rates subject to change. © 2002 Cruising Specialists div. of Club Nautique, Inc.

1. In case you've been infected by advertising copywriters who think "saloon" is politically incorrect and insist on using "salon," a salon is where one pays too much for a haircut. "Saloon" is the proper term for the main gathering/social/living room on a vessel unless you prefer to use the French, then "salon" is correct. Thought you'd want to know.

LETTERS

Baja Bash. The worst Bash weather is in late March and April when the seasons are changing. By mid to late May, the worst of the weather is usually long gone. In any event, leave yourself time to sit out crappy weather in comfortable anchorages. 2) Or, take the boat up to San Carlos and have her trucked back to L.A.

What do other folks think?

↑↓SKIPPING THE CANAL

A friend mentioned that there had been an article in *Latitude* about transporting boats across the narrow part of Mexico in order to avoid having to go through the Panama Canal. I have a boat in Houston that I desperately need transported to the west coast. Do you recall that article, as I'd like to contact the people who wrote it?

Don Madson
Houston, Texas

Don — We recall the article, which was written about 20 years ago. The gist was that it was a completely 'custom' arrangement and that it didn't go very well. It would have helped if you mentioned what kind of boat you're talking about, but



LATITUDE / ANDY

'Zephyrus V' doing sea trials before this year's Pacific Cup.

when it comes to getting a boat from Houston to the West Coast of the United States quickly, the only way is by truck. And some mighty big boats can be trucked. Later this year, for example, the 86-ft Zephyrus V is going to be trucked across country to South Carolina!

↑↓RIGGING INSTRUCTIONS

I bought a 7-ft Fatty Knees dinghy, built in 1983, with a sail kit and outboard. She's in good shape and I've had a blast sailing her around the marina.

Using common sense, I set up the mast, boom, tiller, daggerboard, and rigging, and got her to sail, but I'm not sure I have the sheet lead exactly the way it's supposed to be. While I have the original advertising brochure, none of the numbers are good anymore, and I suspect the Fatty Knees is no longer in production. I've also tried the Internet, but struck out. Do you know of anyone who has the rigging instructions for the sail kit?

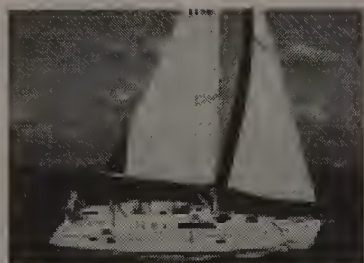
John Hudson
Planet Earth

John — The Fatty Knees Dinghy was designed by Lyle Hess, who is famous for — among other things — designing the Pardey's two cruising boats. About 1,800 Fatty Knees have been built, many of them by Edey & Duff Ltd. of Mattapoisett,

Pre-Cruised Yachts



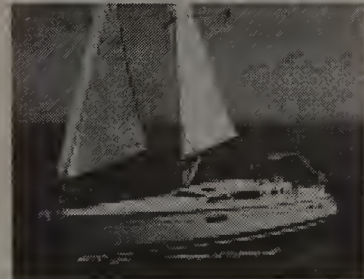
'78 Valiant 32 — \$49,995 — Loaded & ready to cruise!



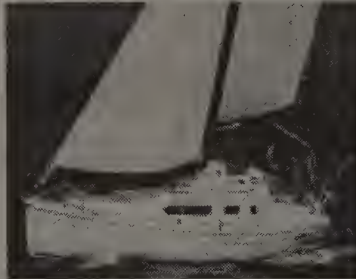
'98 Hunter 450 — \$199,950



'99 Hunter 410 — \$179,500



'00 Hunter 410 — \$159,990



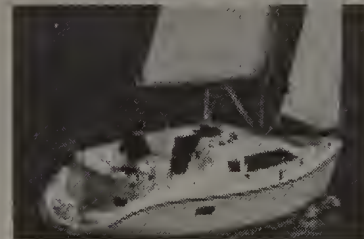
'01 Hunter 290 — \$78,000



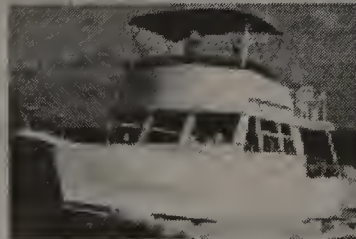
'99 Hunter 310 — \$69,500



'85 Hunter 37 — \$44,900



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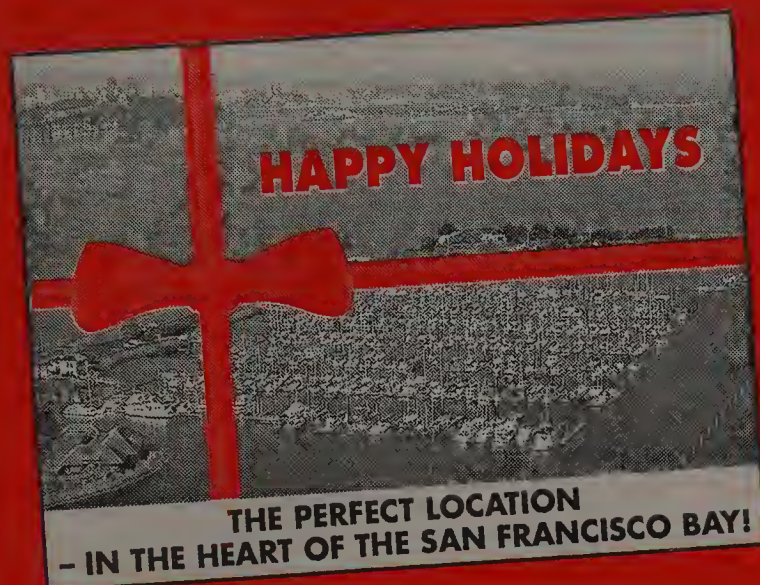
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LETTERS

MA. You can still get them in 7, 8, or 9 foot models. Edey & Duff have built 1,200 boats since they opened back in the '60s' and we love their motto: "Build one boat at a time, use the best materials, the finest craftsmanship, and pay close attention to detail."

Anyway, something must be wrong with your computer, for by using www.google.com on Netscape, we banged in 'Fatty Knees Sailing Dinghy' and got everything anyone could possibly want to know about them from the Edey & Duff site, including a photo that pretty well shows how to rig the mainsheet.

↑↓CELESTIAL NAVIGATION

I'm trying to find a hands-on class to learn celestial navigation. I don't have a lot of money, so I'm trying to find a nonprofit group such as the Coast Guard Auxiliary that might teach such a skill.

Randy Ramirez
Santa Rosa

Randy—Due to the popularity of GPS units, the number of celestial classes has plummeted. We bet there are a bunch of guys around who'd teach you for free just to keep the skill alive. Unfortunately, we don't know who they are. Check also with the Bay Area sailing schools who advertise in these pages.

↑↓SAILING DOGS AND CATS

I would like to respond to two letters in the November 2002 issue. First, in response to the Maher family's question about whether they should have kept the dog that nearly hung itself from a boat in Clipper Cove, I say yes, they should have. Anyone who is so careless as to leave a pet of any kind, anywhere, anytime, which has the potential of hanging itself, does not deserve the privilege of the unconditional companionship provided by a pet.

In answer to the question of why people have dogs on boats, I say it's not more unnatural for a dog to be living on the water than a human. We humans also evolved away from the water environment sometime ago, but can't seem to shake the desire to be near/on it. Our two golden retrievers have been weekend sailors all their lives, and absolutely love it! They love being on the boat, the fresh air, barking at dolphins, orcas, gray whales and such, and just being with us. Our dogs have life jackets and are used to being on a tether and jackline while at sea. They are left in the cabin when the human crew is off visiting non-dog friendly boats. I would quit sailing if I couldn't take my dogs with me!

The second letter I would like to respond to was from Jennifer Erickson of *Aventura*. In my limited experience and observations, some cats — like humans — never adapt to the motion of being on a boat. Some can't even adapt to being in a car. Other cats can become quite comfortable with the boating life. We have several friends whose cats are regular members of their crews and wouldn't think of leaving them at a shoreside home even if they had them. As to what to do with the cats when sailing, I think they should be left to determine where they want to be. If you treat them like just another crewmember and provide for their needs accordingly, they'll be welcome members of your boating family.

Jeff Hubbell
Storm Petrel
Winchester Bay, Oregon

↑↓THE POLICY ON AMERICAN INSURANCE IN MEXICO

I'd like to comment on Ralph Deed's November letter to the editor about not being able to get insurance for his Cal 36

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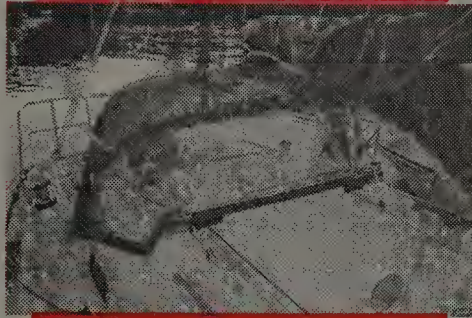
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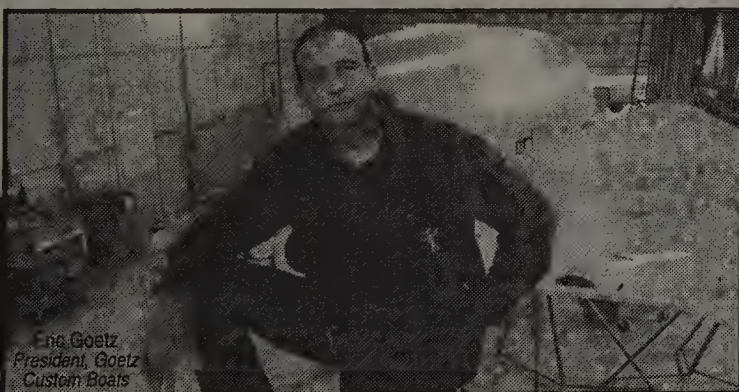
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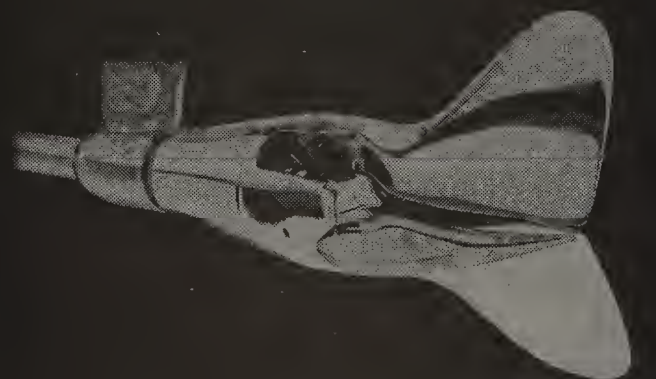


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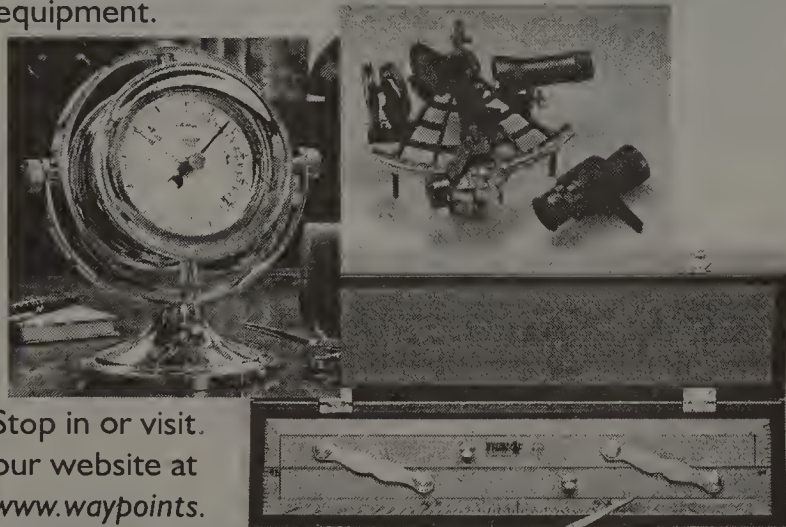
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LETTERS

in Mexico, and the editor's reply.

Deeds wrote that he hasn't had an insurance claim, and infers that he has had trouble finding an American (USA) insurance company to insure his boat in Mexico. I am baffled by his letter, as it flies in the face of my recent experience with him. First, Deeds recently received an offer from us to write his insurance — in spite of the two claims he reported to us at the time we offered him coverage. The offer of coverage was with an American insurance company — also in spite of the fact that he reported that his boat was for sale and the policy might be canceled prematurely.

As for the editor's response, I was a little taken aback that you do not appear to be aware that at least two of your advertisers offer the coverage that Deeds was seeking. We are one of the brokerages offering Mexico and worldwide coverage for over 15 years, and have never had an interruption of service in Mexico or anywhere else in the world.

Mike Barnett
Blue Water Insurance
San Diego

Mike — We can't speak for Deeds, but with regard to our editorial reply, we think you read something into it that wasn't there. Our first statement was, "We can't imagine that either your [Deeds] boat or her location is a problem" — which we thought clearly expressed our belief that there was no reason why he shouldn't be able to get an American company to insure his boat in Mexico. Our second statement, "It's just that insurance companies drop out of markets from time to time," was meant to explain why his previous policies might have been cancelled.

To clarify, American companies do offer insurance for cruising in Mexico and other parts of the world. We apologize if we confused anyone.

STAYING IN THE INFLATABLE

I'm writing about the Delta sheriff's patrolman who threatened to cite people who were riding on the tubes of their inflatables. The Coast Guard has jurisdiction over all navigable waterways, which means they oversee white water rafting programs. In 25 years of running rivers, I have never seen any raft being paddled down a river where the paddlers did not sit on what the sheriff's deputy wants to call 'gun-wales'.

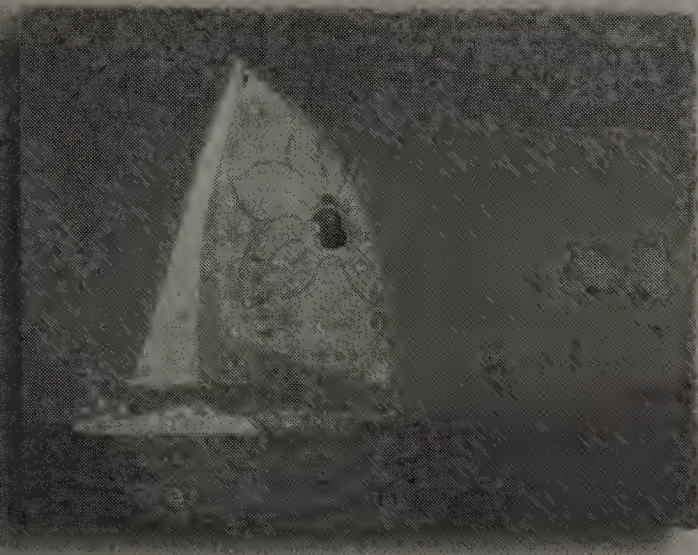


LATITUDE ARCHIVES

In the '80s, a feature — toe cups — appeared on paddled white water rafts that might make sense for yacht dinghies. These consist of a half cone of material similar to what is used for the tubes, which is sewn to the floor at a slight angle allowing the gunwale rider to hook a toe into it. The cone shape is too small to allow the foot to extend out past the end, which allows for quick egress if the boat turns turtle. Over the years I have fallen out of many paddle rafts and lived to tell about it, but now I use

Are these folks living dangerously?

to the floor at a slight angle allowing the gunwale rider to hook a toe into it. The cone shape is too small to allow the foot to extend out past the end, which allows for quick egress if the boat turns turtle. Over the years I have fallen out of many paddle rafts and lived to tell about it, but now I use



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LETTERS

these toe cups on my boat all the time. One toe cup per passenger would be enough, which means maybe four to six cups on a 12-ft inflatable. There are always ways to make things better, and this one is also cheap.

Charlie Snyder
Ericson 35
Oyster Point

Charlie — It seems to us that if the passengers in an inflatable need footstraps — in addition to the normal handholds — to keep themselves inside the dinghy, the driver is operating it at a negligently fast speed. We've driven countless types of dinghies in lots of different conditions over the past 20 years, and don't see the need for either prohibiting sitting on the tubes or footstraps. We do, however, see a need for responsible operation. Does anyone have any firsthand experience that would argue against our point of view?

↑↓FAMOUS AND INFAMOUS

I really appreciated your May issue article about the long and interesting history of the mega sailing vessel *Phoebe*. I

think it would be interesting to know what has become of other famous and infamous big racing yachts — such as Michael Fay's *KZ1* that he entered in the '88 America's Cup in San Diego and other such vessels.

Ricardo Escovedo
Planet Earth

LATITUDE ARCHIVES



KZ1 became a 'conceptual art piece' on the Auckland waterfront.

those few America's Cup races, spending most of her time atop a pedestal on the Auckland waterfront.

Ricardo — Thanks for the feedback. We'll keep our eye out for other such famous sailing yachts with interesting histories. As for *KZ1*, she had a rather banal life after

↑↓PART DELIVERY, PART PLEASURE CRUISE

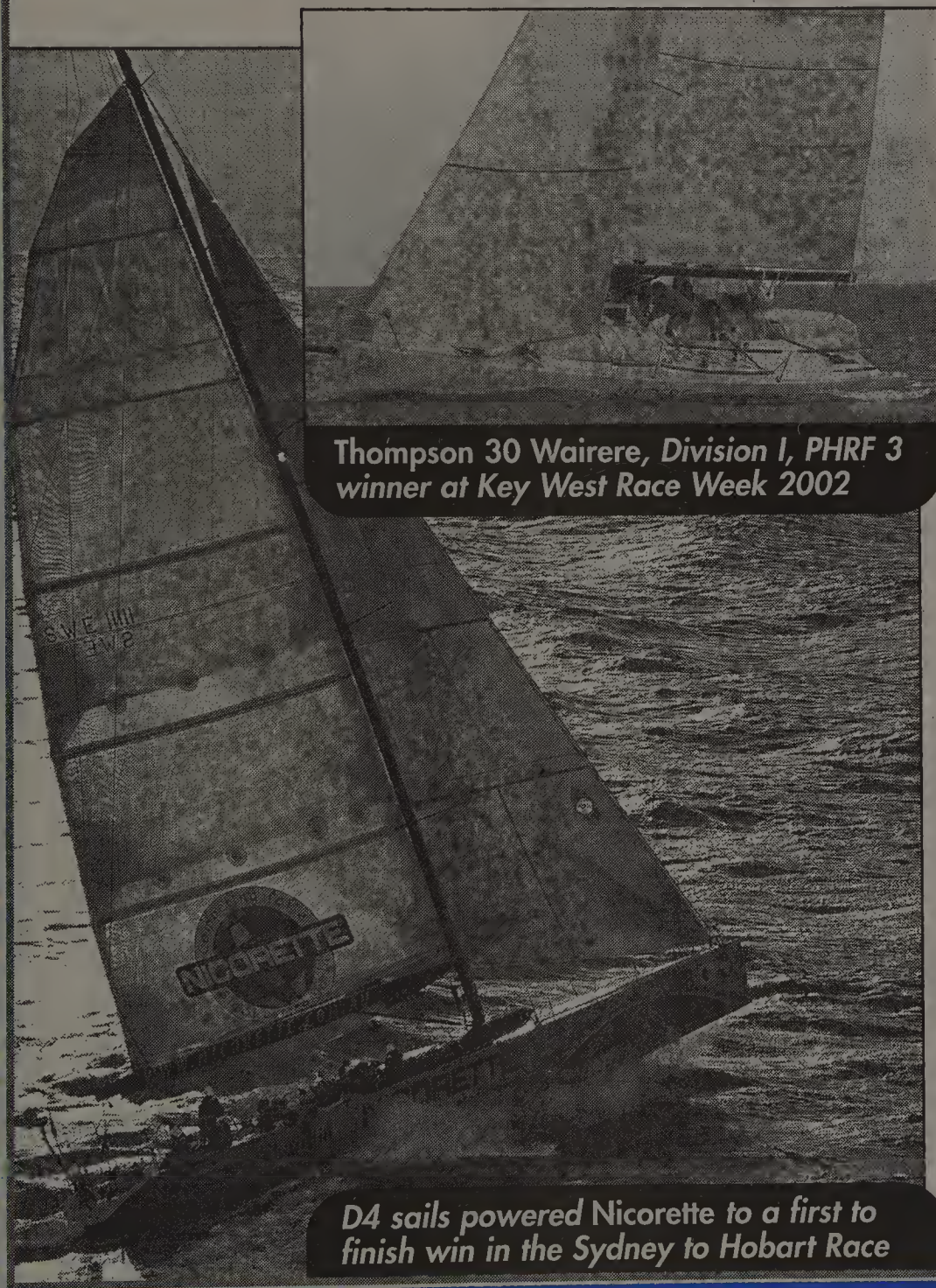
Will adventures never end? I hope not. I would like to inform you and your readers that around February 20 of next year, I will be bringing a 68-ft *Formosa* ketch from Virginia via the Panama Canal to her new home on the Southern California coast. The purpose of the trip is to deliver the boat to California for what I expect will be frequent trips to explore the lovely Channel Islands, but also to enjoy the delivery.

The current itinerary is to depart Chesapeake Bay, Virginia, on February 20, and arrive in California by May 2. We are planning one Caribbean stop and at least three stops along the coast of Central America and Mexico. After fueling and provisioning at each stop, we plan to take a few days to enjoy the sights.

This ketch has done a couple of transpacific voyages, extensive Caribbean cruising, and has sailed the East Coast of the United States. She has just completed a major refit and is seaworthy. If any *Latitude* reader would like to join in on a leg or several legs of the trip, they can contact me for the par-

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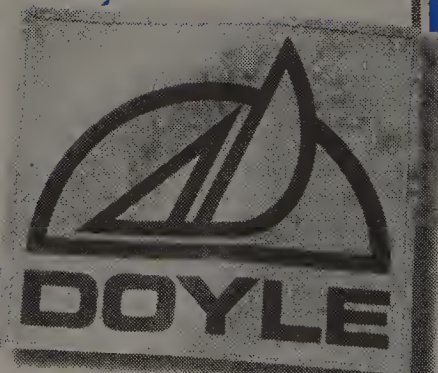


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LETTERS

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Paul Bick
Oxnard

Paul — Here's to adventure — and putting together a happy crew!

↑↓ DRY ROT AT THE BOTTOM

I'm sorry to bother you, but I need some help. In February of this year I purchased a 1981 Cheoy Lee sloop, but I got gypped because I was not told the truth about it. I now find that I have dry rot going about 10 inches up from the base of the hollow wood mast. I'm hoping that you can put me in touch with someone who could give me some advice on what to do to repair it. I have tried calling the dealer, but without any success. I'm currently in Barra de Navidad, Mexico, hoping that you can help.

Fred Plews
Barra de Navidad

Fred — According to Warwick 'Commodore' Tompkins, who has been crossing oceans on wooden boats for more than 65 years, if the dry rot is limited to the bottom 10 inches of the mast, you're in luck. After cutting off the bottom 10 inches, you can simply make a solid new bottom 10 inches — almost any decent wood will do — and glass it to what's left of the mast. Compression won't be a problem, and there are minimal side loads down that low. Now that the cruising season has started, there are sure to be some shipwrights sailing through who can further advise you.

By the way, you had the boat surveyed before you bought her, didn't you? What does the surveyor say?

↑↓ ALA WAI YACHT HARBOR NEWS

Here's the latest news from the Ala Wai Yacht Harbor in Honolulu. On October 5, I took the accompanying photo of a liveaboard boat — the owner was there at the time — on the newly rebuilt G Dock. The sign reads 'Bikes For Sale'. Although judging from the bikes in the photo, we'd expect that one's "actual mileage may vary".

G-dock has been rebuilt for at least a month, but as of October 5 still didn't have power. According to the Harbormaster, "The engineers have not yet approved the installation." The berther's translation is: "The #!!\$*!!! power still doesn't work!" It's hard for me to imagine that a private marina operator would not have power on rebuilt slips more than a month after they were occupied — for fear of noncollectible rent. But then the Ala Wai is state-run.

When I spoke with the Harbormaster, she suggested that she didn't think the marina would stay in the state's hands much longer: "I don't think we'll be here by the new year. I don't want to give up my (state) security, so I'll probably put in for a transfer within DLNR (Department of Land & Natural Resources)."

But it's not over until it's over. During an October 5 hearing on the possible privatization of the yacht harbor, many liveaboards and others expressed predictable reactions to an increase in fees and such. This followed a morning column

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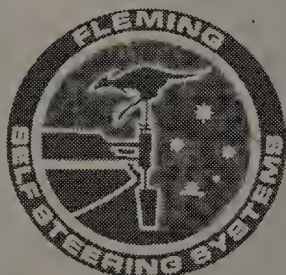
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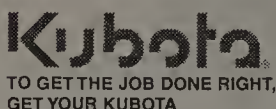
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LETTERS

by Ray Pendleton in the *Star Bulletin* that was centered on — and most agreed with — *Latitude*'s belief that the state needs to get out of the marina business.

In the November issue, Richard Nyren of Honolulu doubted the facts I cited in my September letter criticizing the Ala Wai and management of the Ala Wai. I'd like to repeat my criticisms and cite the source of my facts. First, however, I'd like

to start with an apology. I had written that berthers at the Ala Wai were subsidized by "hundreds of millions of dollars a year." This was a typo, as I meant to write "millions of dollars a year."

Facts One and Two, were about whether or not Ala Wai docks fell last year and how serious it was. This came from a story in the *Honolulu Star-Bulletin* that can be found at www.pixi.com/~awmarina/gdock.htm. It reports that one of the concrete bulkhead docks across from the Chart House restaurant fell under the weight of two fishermen in November of 2001. The hole remained there for months.

The Ala Wai: Not quite ship shape.

Fact Three, that crime and the homeless are indeed a big and growing problem in the harbor and adjacent area, meaning Ala Moana Park. This came from another *Star-Bulletin* story that can be found at <http://projects.is.asu.edu/pipermail/hpn/2002-May/006183.html>. Even *Fodor's Travel Guide* agrees that it's a high crime area after dark.

Fact Four is that I'm not a tourist, but rather live in Honolulu and regularly sail out of the Ala Wai. I don't own a boat there, but I do pay taxes. I keep my boat in a private yacht harbor in Sausalito — where I pay fees higher than are even being contemplated if the Ala Wai does get privatized.

Tim Dick
Honolulu / Sausalito

THE OLD TANKS WERE BUILT INTO THE BOAT

A friend has one of the popular DownEast 38s that were built in the late '70s. They are a great, stout, ocean capable craft. However, it appears that they built the boat around her water and fuel tanks. My friend's diesel tank has begun to leak, and it appears it's going to be a very costly job to remove and replace the original tank. The saloon deck sole would, apparently, have to be removed and some fiberglass molding cut away. This seems to reflect less than a forward thinking design, which I find hard to believe with an otherwise very nicely built boat. I may, however, be missing some key information needed to solve this dilemma that one of your readers knows about. Do you know where I can get any information, drawings or advice on the replacement of the fuel tank in this particular vessel?

Gary Ivey
Long Beach

Gary — We don't have the information your friend needs.

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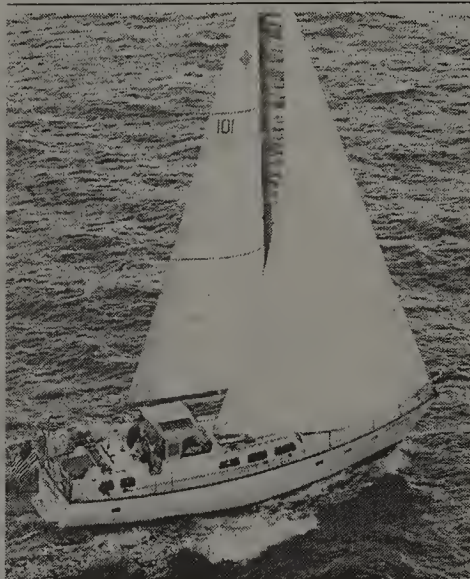
LETTERS

but perhaps one of our readers does. If the folks at DownEast did indeed build the boat around the fuel and water tanks to save time, they weren't the first to do so — nor will they be the last.

↑↓OVER THE TOP SERVICE

We had just crossed the starting line off San Diego for the start of the 9th Annual Baja Ha-Ha and were doing a steady 7 knots and showing off for the photographer in the helicopter hovering overhead when — *wham!* — the clew of our 130% genoa ripped out. We weren't even a mile into the rally!

Since the 130% is our mainstay for lighter winds, we made an immediate decision to turn back to port to get it repaired.



'Sabbatical' moments after the Ha-Ha start.

We called a 'sailing 911' on the cell phone to UK Sails in San Diego, which was bought earlier this year by Tom LaFleur. As he'd done the Ha-Ha last year with his Swan 53 *Mistress*, we knew he would appreciate our situation. As soon as we pulled into the Southwestern YC, the UK gang rivaled the speed of any pit crew. Ray LaFleur, loft manager, pulled up with a van at 1 p.m. and had the sail repaired and back to

us by 3 p.m. Forty-five minutes later we were headed out of the harbor to resume the rally.

We spent a year in San Diego after a last minute back problem knocked us out of the last Ha-Ha. During that time we found friendly people and excellent marine services. Nonetheless, UK Sail's service in this instance was over the top.

Sylvia Fox & Michael Fitzgerald
Sabbatical, Maple Leaf 48?
 San Francisco

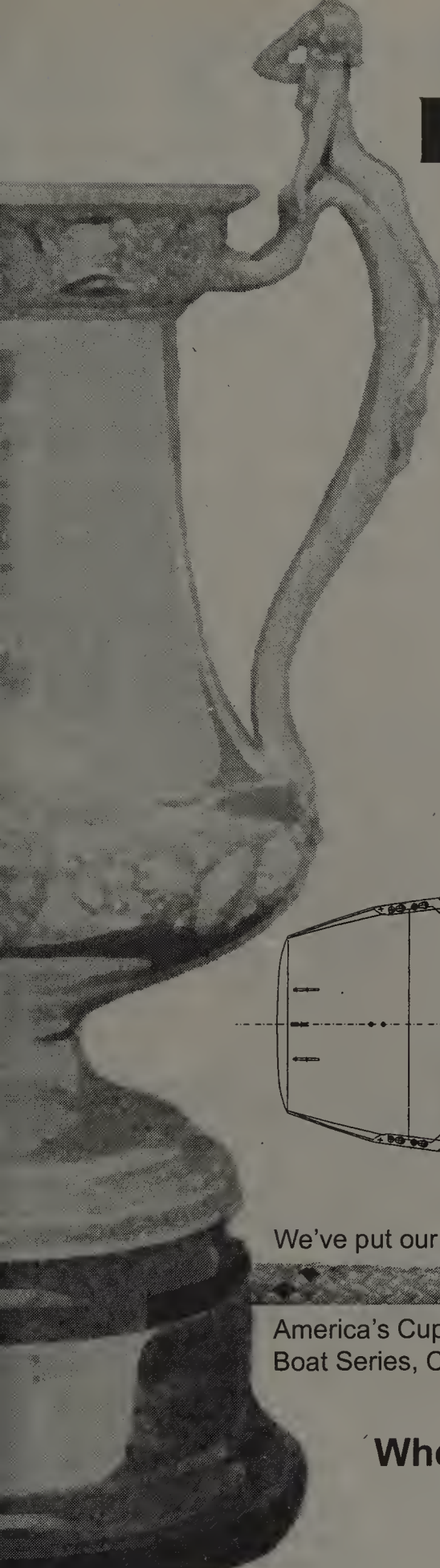
↑↓ALL CHAIN OR CHAIN AND ROPE?

I plan on taking my 30-ft sailboat cruising to Mexico, Central America, through the Panama Canal, and up into the Caribbean. I've found that 50 feet of 3/8" chain and 300 feet of 5/8" nylon anchor line has always served me well. I could get 300 feet of chain, which would mean I'd never budge, but it would be a tremendous amount of weight on the bow of my 11,000-lb sailboat. Would you recommend an all-chain rode in the area I plan to cruise, or is line all right?

P.S. For a publication which I find inspirational to male and female sailors, I find the recent discourse on covers to be quite humorous. I especially liked your response to a letter in last month's issue . . . "live, laugh, and love."

Dave Kendig
 Okolehao
 Santa Cruz

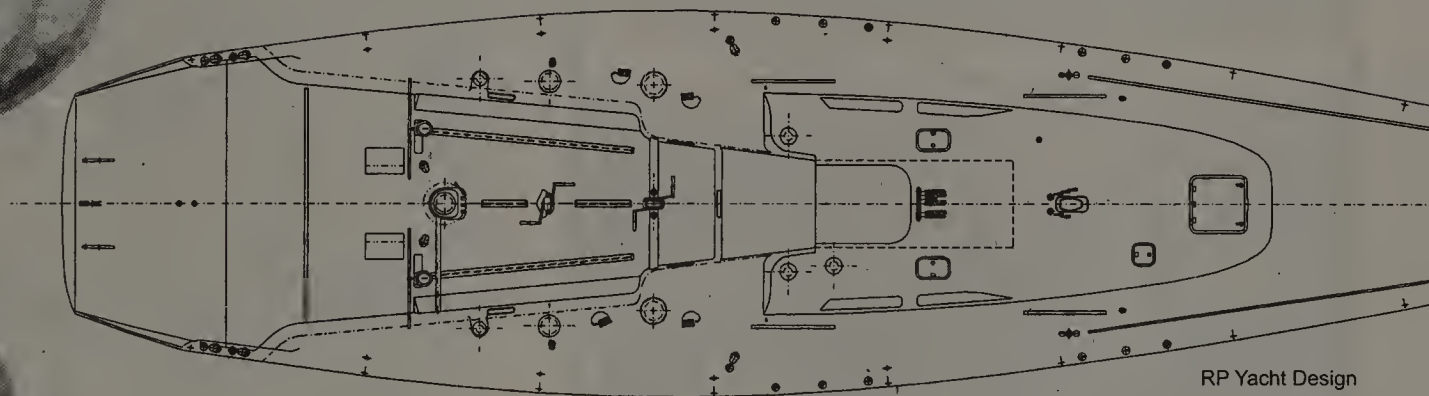
Dave — We generally prefer all chain, but given the size of your boat, the fact that most anchorages between San Diego and the Panama Canal are relatively shallow and free of coral, and our assumption that you probably don't have a windlass,



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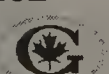
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LETTERS

we'd go with the chain and nylon combo. But we'd be religious about inspecting the nylon line for wear. We'd also cut the 300 feet of nylon into (two) 150-foot lengths, then buy 50 more feet of chain, giving yourself (two) 200-foot combo rodes. With all the experience you'll gain on the way to Panama, you'll probably have a firm opinion by then whether or not you'd be better off with all chain. There certainly are lots of anchorages in the Caribbean with coral that can wear through the nylon, but usually you can find alternatives.

You didn't ask, but buy a big-ass anchor for better sleeping at night.

↑↓SOLAR PROPULSION FOR SAILBOATS

I remember reading a lengthy *Latitude* article about a local Bay Area couple converting a catamaran from diesel power to electric. They maintained a small 7Kw generator for emergency backup. I believe they replaced fuel tanks with batteries of the same weight and engines with much lighter electric motors, and covered most of the cabintop with solar cells for power generation. I can't remember the couple or boat's name. Will you run a follow-up article on this interesting project?

Bruce Williams
Alameda

Bruce — We think you're referring to Russ and Suki Muncell of Marin, who bought a 46-ft Brazilian cat in the Caribbean, then sailed her to the East Coast where they refit her and



Russ and Suki have spent many long hours customizing their Brazilian-built cat.

replaced her diesel. At the time of our article, they'd used the system for most of a season and were making significant modifications in an attempt to improve performance. We've not heard from

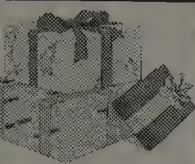
them since, but we'll try to get an update. We're not sure we're on the verge of adequate solar powered propulsion for boats, but it would be terrific if we were.

↑↓BEYOND HER SVELTE BODY AND YOUTHFUL FACE

'Atta girl to Terry Roy for her letter in the November issue standing up for women who are older than 30. She can set up housekeeping on my boat any time she wants.

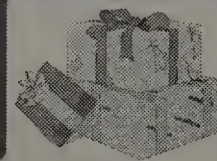
I obviously can't speak for men in general, but I would much rather sail — and do anything else — with a woman with experience in all areas, who is mature enough to carry on a cohesive conversation, rather than with a brainless airhead whose positive qualities may not go beyond her svelte body and youthful face. Granted, not all young women fit that description, but nevertheless, there are a lot of shallow twits out there. Substance counts for a lot in the long run, especially if you're confined together on a sailboat for any period of time. I've never met any "nubile 19-year-old virgins" — which has to be an oxymoron! In fact, I think they're a fantasy concocted by middle-aged men trying to recapture their youth. If some men can pull it off, my hat is off to them. But like gravity, reality eventually sets in.

On the other hand, if there were more women like Terry around, maybe a lot more 'older' men would be a lot less



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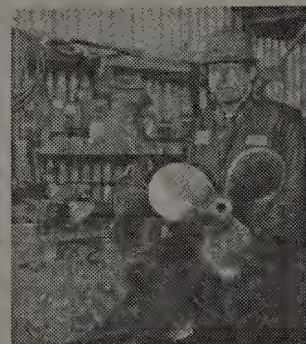


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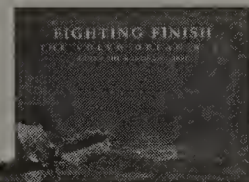
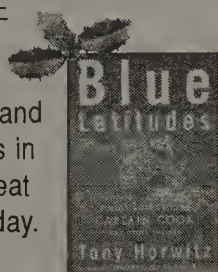
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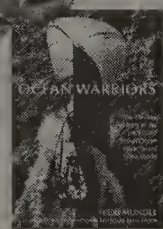
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LETTERS

interested in those 'sweet young things'. The apparent dearth of female potential sailing partners in the 40+ range may, in part, account for many of us being so interested in the younger set.

John Kelly
Palo Alto

Readers — Three words of warning for older men trying to use younger women to recapture their youth: Anna Nicole Smith.

Also, a friendly reminder to everyone that last month's photo of Terry was taken by her husband — which means she doesn't need offers of places to set up housekeeping.

THE LEAST-USED ITEM IN THE LAZARETTE

In getting my own 25-foot boat ready for offshore sailing, I came to the issue of a storm drogue — and realized that I hadn't seen this item mentioned in Larry Weinhoff's August article about outfitting his Ericson 28+ for cruising in Mexico. Maybe it's because I live on the stormy Oregon coast — I'm only half joking when I say that when we go out for a daysail, we notify our next of kin — and Larry was basically looking at preparing for the relatively light weather areas of Mexico, but I want to say that although the drogue may be the least-used item in the lazarette, when you need it, you're going to need it badly.

I'm thinking of a 'series drogue' that consists of a line with a lot of little parachutes on it that can be let out in increments off the stern, depending on the amount of drag one needs in the situation. But whatever one chooses to use, I think it's good to consider adding something to the list that's in this category. And to practice using it once or twice in moderate conditions.

John Boye
Tom Thumb, Fisksatra 25
Brookings, Oregon

Readers — We've never carried a drogue on any of our boats, figuring it was unlikely we'd get into heavy enough weather to need one, and that if we ever did need one, we'd be able to use long lines, perhaps weighted, as a reasonable substitute. Our decision not to carry a proper drogue has also been influenced by few, if any, reports of sailors saying their survival depended on a drogue. Are we being foolish? We address this question to folks who have either badly wished they had a drogue or who have benefitted from carrying one.

On the other hand, if we were sailing a 25-ft boat off the Oregon coast, we definitely would carry a drogue.

BRINGING LATITUDES WHEREVER I GO

I'm just ending my week in Auckland watching the Louis Vuitton Quarter Finals. George and Sheri Clyde, good friends with the GBR campaign, and six more of us came over to visit. As usual, I carried a few clothes amongst a bundle of November *Latitudes* — and healthy stacks of the September and October issues, too. As bartering currency, the *Latitudes* proved extremely valuable!

First off, on the drizzly Weiheke Ferry I ran into a couple of sailors. The 11 a.m. Steinlagers were a giveaway. But then, who else walks around in Musto foul weather jackets! I didn't know them, but if it's Tom Purdy who owns the Waterfront Pizza place in Tiburon, and John Perkins who sailed to a 20th place with Jeff Mosely in the Etchells Worlds, that's who I gave the first *Latitude* to. Perkins immediately turned to the *Race Notes*, of course.

The next day, I packed a couple of *Latitudes* into my

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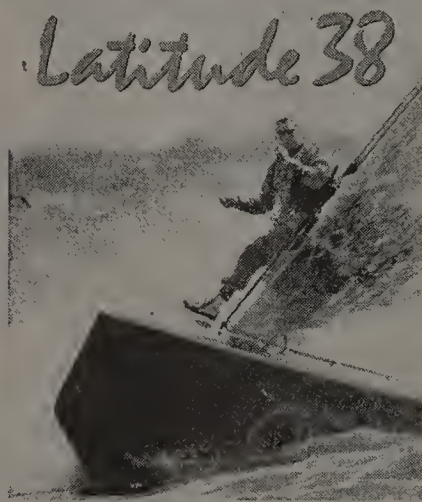
1702 Bridgeway at Napa in Sausalito

LETTERS

daypack, and went shopping. First to *Prada*. A cool bag, a hat suitable for the rainy weather, and short and long sleeve polo shirts came to a mere \$675 Kiwi. When will I ever have a chance to buy *Prada* at those prices? Luckily the shirts were for someone else.

Outside the *Oracle* compound, I ran into acquaintances Bill LeRoy of the St. Francis and Grant Dalton of the Whitbreds, Volvos, and Jules Vernes. The long story about a family connection is unnecessary here, but suffice it to say I went inside and delivered Tuesday's *Latitudes* to Chris Perkins, and I was invited to go out on the *Oracle* boat to watch the races the next day. What a treat!

By then I thought it was getting to be a small world, but it had been nothing. While on *Oracle's* base boat, an excellent catamaran, one of the guests stood alongside as I read the bulletin board. Naturally, we struck up a conversation about how little time I had, and how Wellington, his home, was too far away to visit in a week. During lunch, it seemed that this gent and his wife and daughter were looking for a table, so I invited them to join Mike and Anna Hearn and myself



BOB GREISER

Brad Webb was shocked to see his picture on the cover of *Latitude*.

at our table. We ending up sitting with Brad Webb's family, who are proud that he's on the pointy end of *Oracle BMW*.

The small world coincidences continued all week, with last night's really topping things off. My personal inventory of *Latitudes* had been completely disbursed, so I took a few from George and Sheri's home on my way to dinner. I had no plans in particular, so I was delighted when I ran into Tisha Adams, who is working on John Sweeney's charterboat here, and was invited to join their party. When I sat down I was introduced to Brad Webb, who hadn't seen the November *Latitude*. Imagine his glee to see that it was him on the bow of *Oracle BMW* on the cover!

I know people make fun of me, but when I go places I carry as many *Latitudes* as I can. They gain me entry into stuffy yacht clubs and to fun parties — but most of all they help me meet great sailors wherever I go!

**'Queen' Lucie Van Breen
Berkeley Yacht Club**

Queen Lucy — We greatly appreciate the valuable distribution work that you — and others like you — do on behalf of Latitude.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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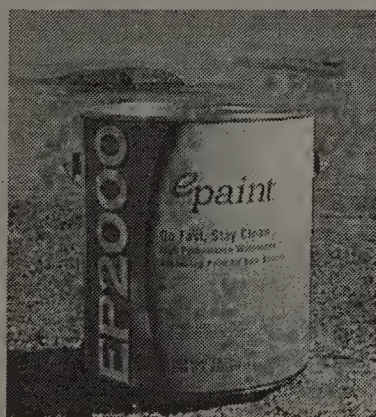
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Hansen award recipients involved in rescue of Rich Beauregard on March 16 are (back row) Scott Sorenson and John Kernot (of 'Elan'), and (front row, l to r), Dennis George (StFYC boat), Rick Wallace (boardsailor) and Don Nazzal (StFYC boat).

vessels who effect rescues of people from the water. Three presentations for three separate incidents were made to Bay Area sailors recently. Here's a quick look at each:

* On March 31, during a training session off Berkeley, the J/24 *Rail to Rail* broached, tossing three of her six crew into the 57-degree water. All were wearing PFDs. *Rail to Rail* got separated from the people in the water as those aboard tried to get her under control and return. Ray Wichmann, who was teaching another course in the same area aboard a J/30, witnessed the incident and proceeded to the scene, where he and his crew of three students, Ron Schlupp, Arne Nelson, Andrea Nassisi, were able to get all three people out of the water.

* On March 16, the Express 37 *Elan* was returning from racing when crewmember Richard Beauregard was struck in the head during a gybe and slipped into the water unconscious. Crewmembers Scott Sorenson, a paramedic, and John Kernot jumped in to help him. All were wearing PFDs. As Beauregard regained consciousness, he started thrashing and bleeding profusely. Boardsailor Rick Wallace noticed the commotion and sailed to the scene, where the three used his board to support Beauregard. The St. Francis YC finish boat, with Dennis George, Don Nazzal and two high school students aboard, arrived quickly to fish all three *Elan* crewmen out of the water. Beauregard, though severely hypothermic, received 20 stitches. He recovered fully.

* In 18-20 knots of wind on May 3, during the Moore 24 Nationals on Monterey Bay, a boat participating in the race broached to windward under spinnaker and lost three of her five crew before popping up and taking off again. While the two remaining crew struggled to get the chute down and return, spectator Skip Allan circled the people in his Wylie 27 *Wildflower* and deployed his Lifesling. The Moore was able to recover two of her own crew, but the third was clearly in dire straits, being pulled under by foulies, seaboots, an old ineffectual PFD — and exhaustion. Skip managed to get the man aboard in the nick of time, and sped back to Santa Cruz where the man recovered quickly.

Hanson medals were awarded to skippers in the above incidents. Crew received written commendations from US Sailing's Safety At Sea committee.

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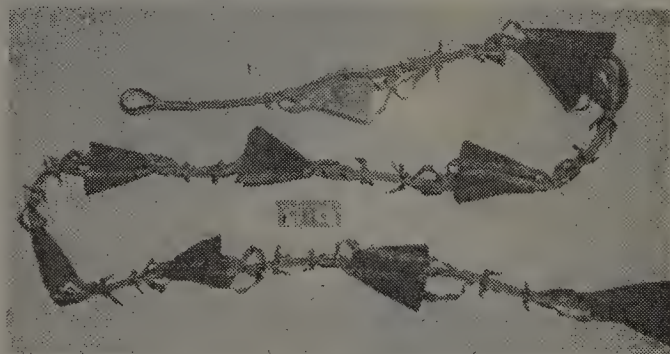
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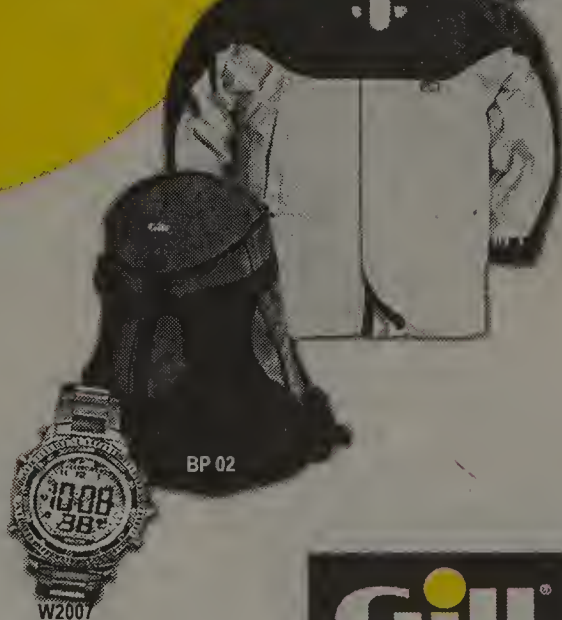
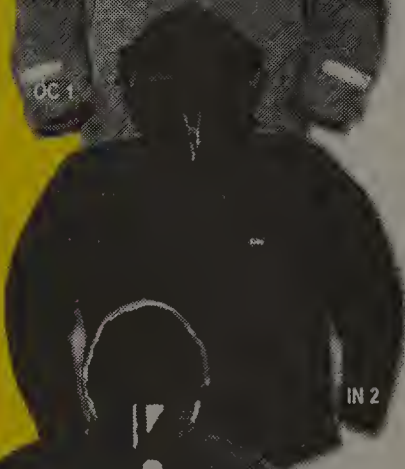
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Halyards ring, are you listening?
On the Bâ, breeze is whistling.
You know we're insane,
To raise that new main,
Sailing in a winter wonderland.

In the river it is blowing twenty
And, my God, I think I might get wet
There must be something happening on the TV
A sail today? I'd just as soon forget!

Later on, we'll perspire
As we drink by the fire
My toes are still numb
Boy were we dumb
Sailing in a winter wonderland.

(Editor's Note: Found, saved, lost, refund, reprised — and rerun by popular demand [really] from the December, 1991 Snipe Bulletin.)

Quote of the month.

From *Ocean Warriors*, Rob Mundle's excellent new book on the last Volvo Ocean Race:

"We went up this huge wave... there was nothing behind it except air. It was like driving a car over a cliff... I've no doubt that the only thing still in the water was the tip of the rudder... even the keel and bulb were completely out of the water. The crash... was like landing on concrete." — Ross Field

Ward's room.

We don't often publicize birthday parties, but a) Ward Cleaveland has been one of Bay Area yachting's most influential and active supporters, b) He's a good guy, and c) He's turning 94. You're all invited to help celebrate with Ward on January 30 at the St. Francis YC from 6-9 p.m. Tickets are \$50 and all proceeds from the party will go to benefit Sail San Francisco. For tickets, call 415-447-9822

Remembering Ornaith.

December 15 marks one year since local singlehander Ornaith Murphy, her husband Kieran, and her Cal 39 *Sola III* disappeared without a trace. Those who knew or knew of the spirited 50-year-old Irish-born adventurer are invited to attend a remembrance for Ornaith, scheduled for December 7 at Angel Island's Ayala Cove picnic area. Hours are from 1-3 p.m. For more information, contact Synthia Petroka, (510) 523-3966, or synpetroka@aol.com.

Who's on first?

The loss of the tanker *Prestige* off the coast of Spain last month is terrible enough. But check out the convoluted road to where the buck stops. This is from an article in the *New York Times*:

"The 26-year-old Japanese-built *Prestige* was owned by a Liberian-registered firm, registered in the Bahamas, managed in Greece, chartered by the Swiss-based Russian oil trader Crown Resources and classed as seaworthy by the American Bureau of Shipping."

Seven different countries are mentioned in that paragraph.

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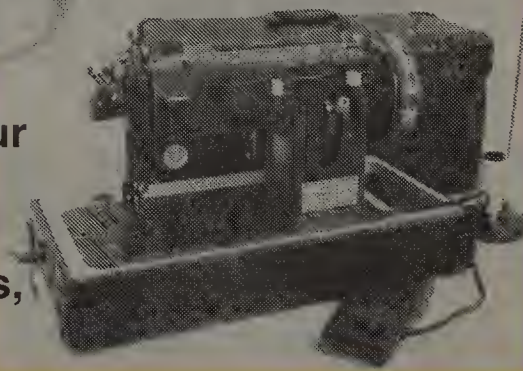
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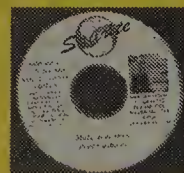
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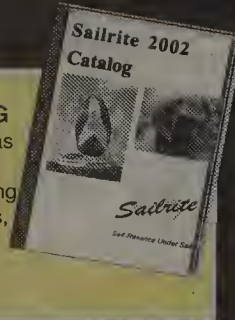
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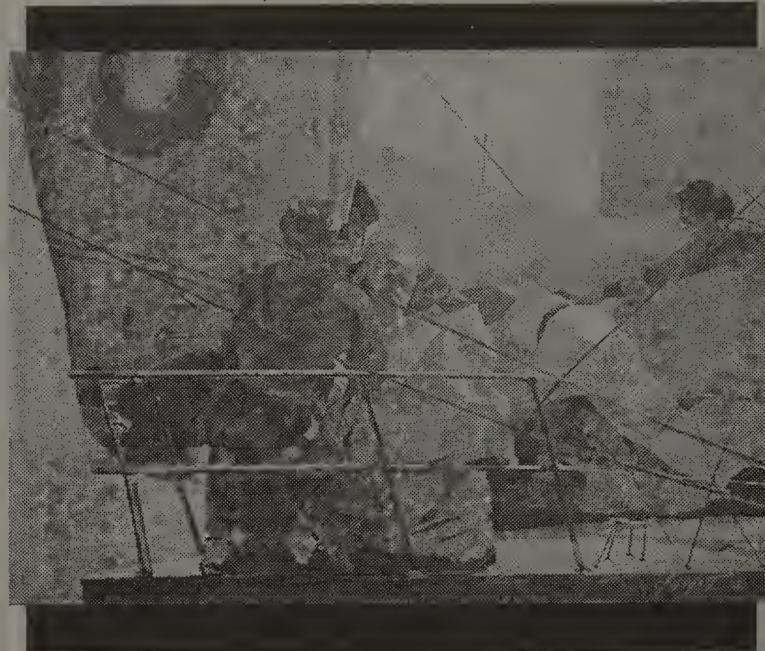


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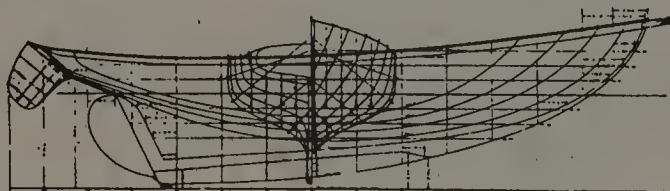


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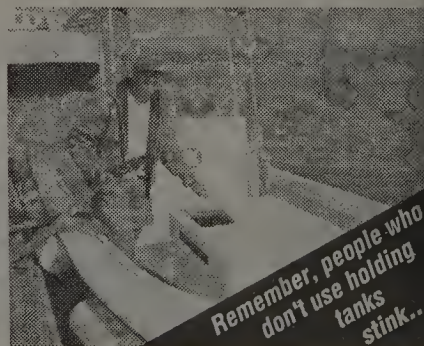
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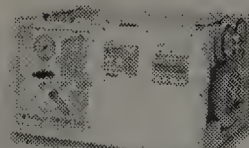
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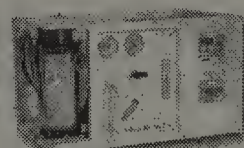
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SIGHTINGS

lifesdream lost and found

Here's a wild sea story with an improbable but hopeful ending. In 1989, Harvey Owens, then 35, started what would be 10 years of work finishing off a Stan Huntingford 54 hull in Everett, Washington. Two years ago, he and two friends sailed *Lifesdream* to Hawaii, where he took up residence with his wife Krista and her then 9-year-old daughter Taysia at Ko Olina Marina on Oahu.

The real drama started May 2 of this year, when the three of them took off for California to begin what was to be a two-year cruise. Alas, they got clobbered by a severe three-day storm. They lay ahull on the 17th, and when they awoke on the 18th, the rudder shaft had broken and a line had gotten into the prop. At 4 p.m. on May 20, while 585 miles from San Francisco, they abandoned their boat and were taken aboard a ship. For a man who had spent 10 years of hard work on the boat, and for a family that "have the sea in our blood", it was devastating. What made it worse, said Krista, is that the Coast Guard asked their buddyboat to backtrack 17 miles to help. The skipper reportedly said it was too rough and continued on.

Just before they left *Lifesdream*, Krista took a black marker and wrote the following on a bulkhead: "If found, please contact us at [phone number]. Take what you want, but leave us our home."

continued on outside column of next sightings page

casablanca

No, not the city in Morocco. However, we're sad to report that Monroe and Peggy Wingate's beautiful Grand Banks 42 Europa *Casablanca* was stolen from the San Francisco Marina on Monday, November 18. Later that night, before anyone even realized it was missing, the six-month-old boat was found smashed to pieces on the rocks off Sea Ranch. The person (or persons) who stole *Casablanca* apparently got off in the dinghy and is still at large, and Monroe is offering a hefty \$5,000 reward for information leading to an arrest (see ad on page 46).

"It was someone who knew something about Grand Banks — how to get into them, how to start them and operate them," said Wingate. "We don't know what their intentions were, but it wasn't just a joyride. Maybe they thought they could sell it in Asia or somewhere?"

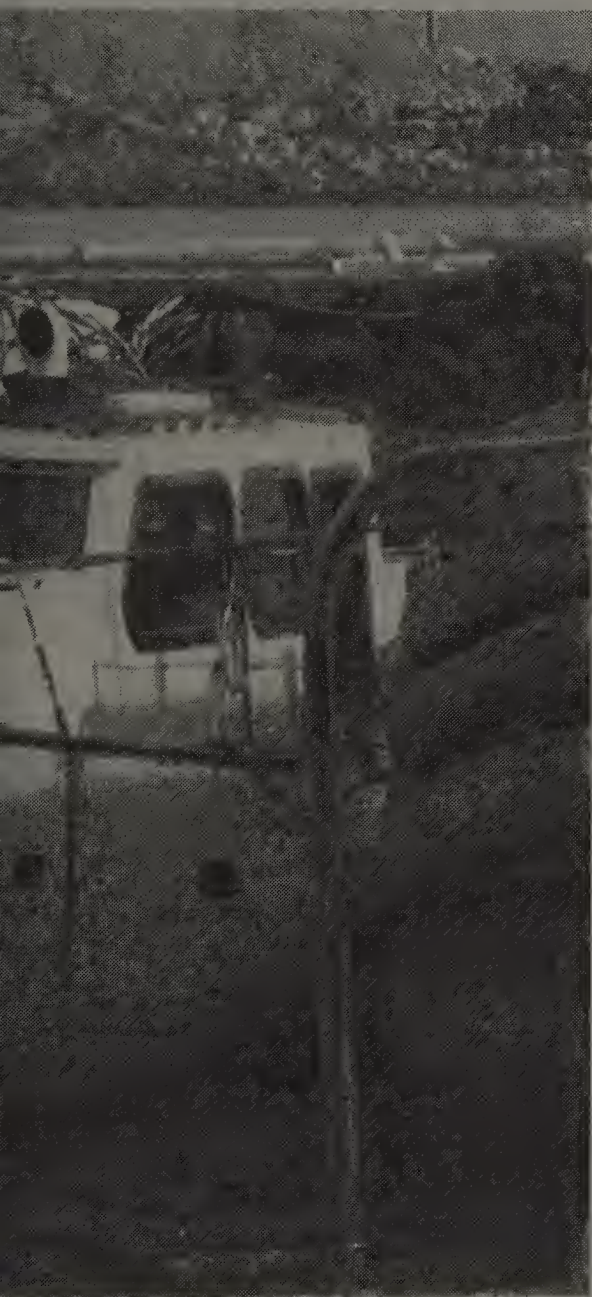
Back from oblivion — 'the partially dismantled' *Lifesdream* awaiting her owners in Hawaii.



gone

"This is unprecedented," claimed local Grand Banks dealer John Baier, owner of Oceanic Yachts in Sausalito. "I've never heard of a Grand Banks being stolen on this coast, or anywhere for that matter. It's not like stealing a car or a horse and reselling them. People who purchase a Grand Banks want to see service records, talk to former owners, and know all about the history of the boat they're buying. This is really absurd."

Wingate, a staff commodore of St. Francis YC who also owns the J/44 *Marilyn*, would like some answers. "Peggy and I had a great time cruising *Casablanca* up in British Columbia this summer, and now that it was down here, we were looking forward to going to Tinsley," he said wistfully. "I was actually planning to go out crabbing this weekend."



ROBBY COLEMAN

lifesdream — cont'd

"Never in a million years did we think we'd see our boat again," said Krista. "And for Harvey, not having a boat was like not having a life." The only way they could retain hope was keeping the same Hawaii telephone numbers until the end of the year.

Weeks turned to months. Unable to live without a boat, Harvey and Krista bought a Fuji 45 ketch in Samoa. On October 27, Harvey and three men from the Ko Olina set sail on her for Hawaii via Penryhn and Christmas Islands. Krista remained at home in Washington with Taysia.

On November 8, Krista got the call. The Coast Guard reported that one of their aircraft had spotted *Lifesdream* adrift 90 miles south of Maui! She couldn't believe it. When Harvey called Krista from Penrhyn the next day, he couldn't believe it either. "It had been so emotional," said Krista, "that he was in a state of shock. He couldn't believe he was going to get his home back."

But it wouldn't be easy. For one thing, Harvey was in no position to help. Secondly, the Coast Guard couldn't continue to monitor the position of the boat. So as each day passed, the last known position became more out of date. It fell to Krista, back in Washington, to try to organize a recovery team. Mike Christie, a shipwright, fisherman, and good friend from the Owens' two years at the Ko Olina, was kind enough to spearhead the effort.

Unfortunately, he wasn't able to come up with a boat and crew for a week, by which time searching for *Lifesdream* would have been like trying to find the proverbial needle in a haystack. In a story turn that even Hollywood would reject as too improbable, on November 18 the Coast Guard called Mike Christie to report that *Lifesdream* had been spotted drifting just 14 miles from the Ko Olina Marina! So in two days less than six months from the time she'd been abandoned 585 miles from San Francisco, the ketch had managed to find her way back to within 14 miles of where she had started the passage!

Lifesdream was taken in tow by the skipper of the fishing boat *Mazeltov* and brought to the Marisco Boatyard at Barber's Point. Harvey and Krista are naturally concerned that someone might try to claim salvage rights on the vessel, but Fred of Marisco told Christie that there would only be the normal charges for the tow, getting the water out of the boat, and berthing. While Krista hasn't seen the boat yet, she's been told that both masts are gone, and that the engine was immersed in water. The elevated main salon isn't in bad shape, and the aft cabin is just as they left it.

With Harvey still 1,100 sailing miles from Oahu, Krista in Washington until later this month, and the value of *Lifesdream* yet to be determined, the family's future is uncertain. They had already gotten a berth for the Fuji 45 in Dana Point starting in June, and were going to make it their home. But suddenly it looks as though they're about to become a two-boat family.

brutal route du rhum claimed
by queen and king

Michel Desjoyeaux and Ellen MacArthur are, without a doubt, the king and queen of singlehanded ocean racing. Last year they finished one-two with the Open 60s *PRB* and *Kingfisher* in the stirring Vendée Globe round-the-world race. Last month, Ellen reversed the order, finishing first in the 3,551-mile battle royale that was the Route du Rhum from France to Guadeloupe. She sailed *Kingfisher*, her 60-ft monohull, while Desjoyeaux was second with the 60-ft trimaran *Géant*.

MacArthur, a charmingly modest 26-year-old Brit who truly loves to sail, has the brighter star of the two. In 1998, she came out of nowhere to win the 50-foot division of the 'Rhum, then won the Europe 1 New Man Star across the Atlantic, and followed it up with second in the Vendée Globe. With last month's RDR victory, she's become the first monohull sailor, first woman, and first Brit to take fleet honors in

continued on outside column of next sightings page

SIGHTINGS

rhum queen, king — cont'd

this most prestigious event. Not only did she beat the best of the best — with the possible exception of Bernard Stamm, who is solo racing around the world — she crushed the old monohull course record by a remarkable two days and six hours. MacArthur did benefit by being in the earlier monohull start and avoiding the worst of the North Atlantic lows that savaged the fleet, but still had to battle a series of nearly as bad lows and ferocious seas, then reel in and hold off talented fellow countryman Mike Golding on *Ecover* to win convincingly.

"Ellen MacArthur is the greatest female solo sailor in all time," proclaimed Sylvie Viant, president of the Rhum race committee. "She is brilliant in all categories, speaks perfect French, she is a natural, charming, intelligent, always eager to learn more, and never 100% satisfied." We're not expert enough to be sure that MacArthur is clearly the best female solo sailor ever, not wanting to overlook the pioneering efforts and great successes of Florence Arthaud and Isabelle Autiessier, but she is sensational."

Desjoyeaux faced even greater obstacles in winning the multihull class and taking second overall. This was his first solo race in a multihull, and he had no less than 17 competitors in class — includ-

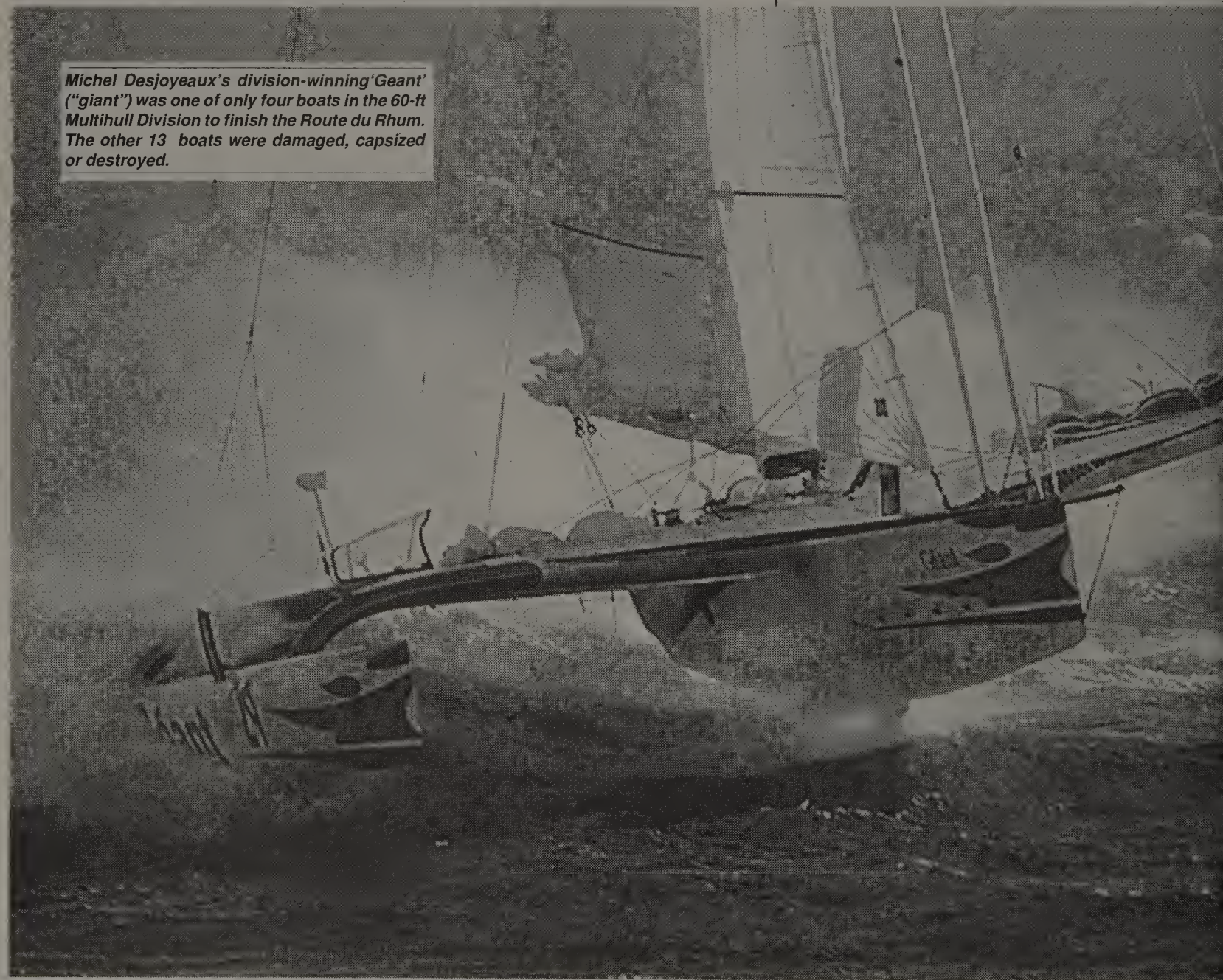
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tallship *elcano*

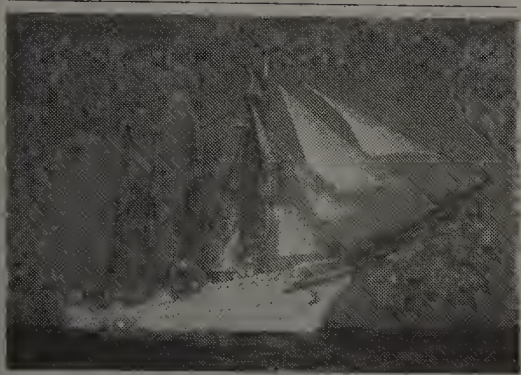
Want to treat the kids (or yourself) to a tallship this holiday? Check this out: The four-masted topsail schooner *Juan Sebastian de Elcano* will sail into the Bay on December 28, dock at Pier 35N (adjacent to Pier 39) and be open to the public from 11 a.m. to 1 p.m., and 3:30 to sunset from December 29 through January 1. The ship departs on January 2.

The *Elcano* is a Spanish Naval Training vessel that performs much the same mission as our own Coast Guard tallship *Eagle*: She sails the seven seas on combination goodwill and training voyages for Spanish Naval Cadets. Named for the Spanish navigator who guided Magellan's last ship home to complete the first circumnavigation of the world, the *Elcano* was built in 1927 in Cadiz. In the years since, the 370-ft vessel has logged over 1

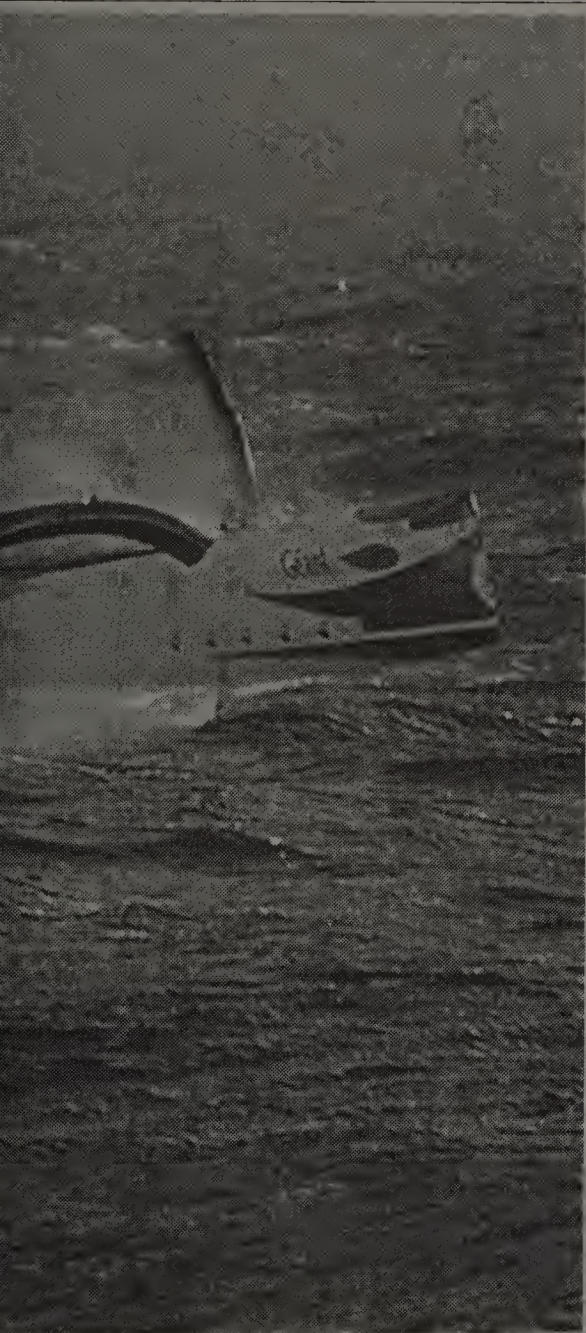
Michel Desjoyeaux's division-winning 'Geant' ("giant") was one of only four boats in the 60-ft Multihull Division to finish the Route du Rhum. The other 13 boats were damaged, capsized or destroyed.



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YVES ZEDDA

rhum queen, king — cont'd

ing all the greats, many of them sailing new tris. Further, in early August his *Géant* had been dismasted, which prevented him from completing his qualifier until October 27 — barely a week before the start of the 'Rhum. And the boat had to be hauled for repairs. *Géant* was the last boat to arrive in Saint Malo before the start.

For anyone who thinks that winning in the 60-ft trimaran class is mostly a matter of being the ballsiest guy in the fleet, it's nowhere near that simple. Before he started, Desjoyeaux decided that the most important thing was to finish, and in order to do that, he would have to sometimes route and sail conservatively. So when his autopilot went out and his mainsail battens broke early, he pulled into Bertheaume, France, for a three hour — and perfectly legal — pit stop. The next day, he decided that no matter what, he would avoid *Sylvia*, a horrendous low that was moving southeast toward Spain. His northerly course turned out to be a great strategic move, for unlike greats Loick Peyron, Philippe Monnet, and Yvan Bourgnon, he only got into 45 knots of wind, while they had to deal with up to 80 knots for up to three days. This storm eventually knocked 14 of the 18 boats in the 60-ft multihull class out of the race. Desjoyeaux leapt into fourth place by default.

Even though he never had more than 45 knots of wind, Desjoyeaux said that it was worse on a multihull than anything he endured on the Vendée with his monohull. Mike Golding, who sailed a monohull in both, said the weather in the Rhum was more destructive than in the Southern Ocean. That's saying something.

When a second low nearly as strong as the first threatened, Desjoyeaux went down to bare poles. Nonetheless, part of the attachment that holds the starboard foil broke. So he made a second pit stop, this one for 15 hours, at a little island northeast of Madeira.

Four days later, Steve Rauvission on *Technomarine* had a two-day lead in the multihull division with less than three days to the finish. With the event in the bag, Rauvission took a catnap while the wind was blowing just 15 knots. When he awoke a few minutes later, he was in a big squall, and his tri was becoming the fourth of the event to flip. Desjoyeaux was thereby handed the lead. He held it to a glorious finish, where he thrilled the throng at Guadeloupe with a 30-knot burn. He'd won his first solo multihull race — although nearly a day off the course record — by not trying to be the fastest. Minutes later, Ellen MacArthur came aboard to share their triumph.

At this point it's hard to evaluate the damage to the 15 multihulls that were damaged or capsized. Some were totalled and will not be recovered. Incredibly, no one died and injuries were minor. Despite the carnage, the skippers were quick to defend the general concept of the boats, the specific designs, and the construction. Even Loick Peyron, who had to abandon the new *Fujifilm* after a broken float and a dismasting, couldn't wait to get the boat repaired and racing again. Unfortunately, when he got back to her, there was little left but pieces. Many of the other tris suffered severe structural damage. It's unclear how many can be repaired, and if the sponsors will keep the faith.

These trimarans, which are developments of the likes of Steve Fossett's old *Lakota*, are sensational machines, able to sail 2.5 times the speed of the wind. Several have covered more than 600 miles in 24 hours, so they are terrifically exciting. Despite her success with the monohull *Kingfisher*, Ellen MacArthur immediately jumped to the 60-ft tris, winning second place in the doublehanded Jacques Vabres last year. And she has big multihull plans in the future.

We're confident that the 60-ft trimarans will endure because they are so thrilling. In fact, after this destruction, there will probably be more interest than ever. What's likely to change in the next four years is switching the start of the Rhum to the spring, when there's less bad weather off the coast of France. This is not the first time a Route du Rhum fleet has been creamed. But no matter when the 'Rhum is held, or in what kind of boats, we're sure that Desjoyeaux, the king, and MacArthur, the queen, will be there, too.

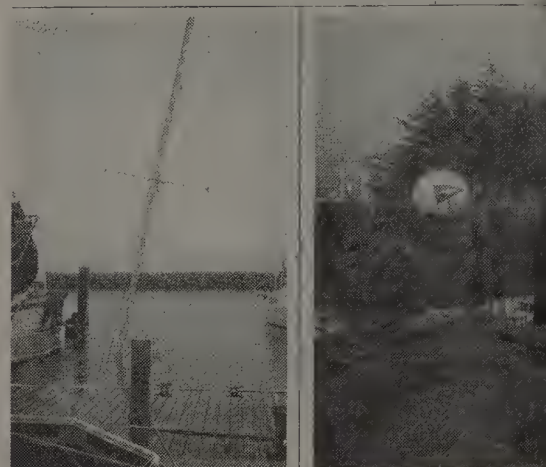
What do we want for Christmas? The definitive book on this year's Route du Rhum.

sutter sails — end of an era

It's not unusual to find boats that exert such a profound influence on people's lives that they seem to possess lives and souls of their own. But it is unusual for a business. Sutter Sails had that quality, and it's passing from the Bay Area sailing scene is being felt by many as acutely as the death of an old friend.

Founded by Peter Sutter and Bob Larson on December 1, 1952, the loft closed its doors for the final time on November 30, 2002 — after exactly 50 years. (In actuality, the doors to the loft on the third floor of the ICB building in Sausalito will remain open for Starbuck Canvas, which shared the space.) "It was a great run," says Sutter's last owner Mike Freinberg, who bought the business from Howard Macken in 1996. "We had a great customer base and I thank all those people — and the people here who showed me what traditional sailmaking is all about — for the best six years of my life."

continued on outside column of next sightings page



sutter's — cont'd

Like so many who eventually came to work there, Freinberg's initial exposure to Sutter's was as a 'punk kid' who used to come in and hang out. Back in '63, Jim Leech was the punk kid. "I got into sailmaking because I was crewing for Peter on his Mercury *Gusto*," he remembers. Jim recalls the best years of the loft were in the late '60s when they were making sails for such boats as Charlie Peet's *Santana* and a huge Herreschoff schooner called *Voyageur*. The main for that 120-footer — the largest sail Leech remembers being made at the loft during his tenure — stretched from one end of the floor to the other, touching both walls.

Perhaps the strangest commission any sailmaker ever dealt with also fell to Sutter's — in 1982, Lucasfilm contracted with the loft to build the sails for Jabba the Hutt's sailing barge in *Return of the Jedi*.

The writing might have been on the wall, but you could say Freinberg chose not to read it when he purchased the loft from Macken, who had bought it from Sutter in 1984. Although he'd been in an out of the place a million times over the years, Freinberg admits he knew nothing about sailmaking. Fortunately, longtime Sutterites Terry McGuinness (who had been there since 1971) and Bob Eastman took Mike under their wings as both new boss and new apprentice.

That writing on the wall — at least the way Freinberg sees it — was what he calls "the beginning of the age of imported sails:" the practice of most big lofts nowadays is to take orders locally but have the new sails actually built overseas, where labor is cheap.

"I'm not saying there's anything wrong with that," notes Mike, "but traditional sailmaking can't compete with it when you can buy an equivalent sail for a third less."

The keyword here is 'traditional.' Sutter's had long aimed at the middle ground — the older CCA-type boats — and soon after Freinberg took the reins, 'traditional' took an unexpected jag that for a few years had the loft humming almost like the old days. The jag was that most of the new orders were coming from back east.

"I'm not sure how that got started," Mike says. "I heard that one guy came out here to sail with a friend, liked his Sutter sails and ordered a set for his boat back home. Someone saw those, asked who made them and, well, we started getting orders." At the height of the phenomenon, 6 of every 10 sails Sutter's built went back east and Mike was making at least a couple of trips a year to New England for measuring and consulting. What made it all the stranger is that two of the premier traditional lofts in America are headquartered back there — but Sutter's was getting the calls.

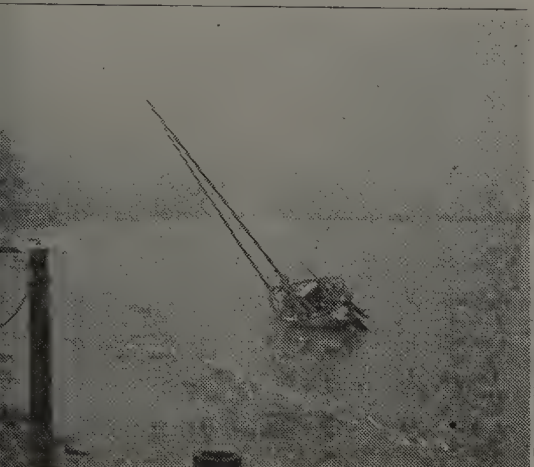
But even that business eventually slowed to a trickle and Freinberg could no longer ignore that writing — now in all capital letters — on the wall. Sutter Sails completed their final new sail a couple of months ago. Fittingly, it was a headsail for Tom Miller's unnamed Spaulding 28. This beautiful wooden sloop was started in Myron Spaulding's shop something like 35 years ago and has yet to see daylight or touch the water. Miller purchased her 16 years ago and still swears she will launch someday. Maybe Sutter's final sail will provide the final push that sees that project through to completion.

We did not want *Latitude* to have the 'final word' on the institution that was Sutter Sails. We wanted those words to come from someone who worked there and felt their life was touched by that marvelous entity. Pete Sutter and Bob Larson are both gone, but sailmaker John Amen (Sutter Class of '68-74) was good enough to put together the remembrance that follows. We invite all sailors who worked at, knew of or bought sails from Sutter's to share their memories. If we get enough, we'll compile them into a sort of 'oral history' feature in a future issue.

the last of the great lofts

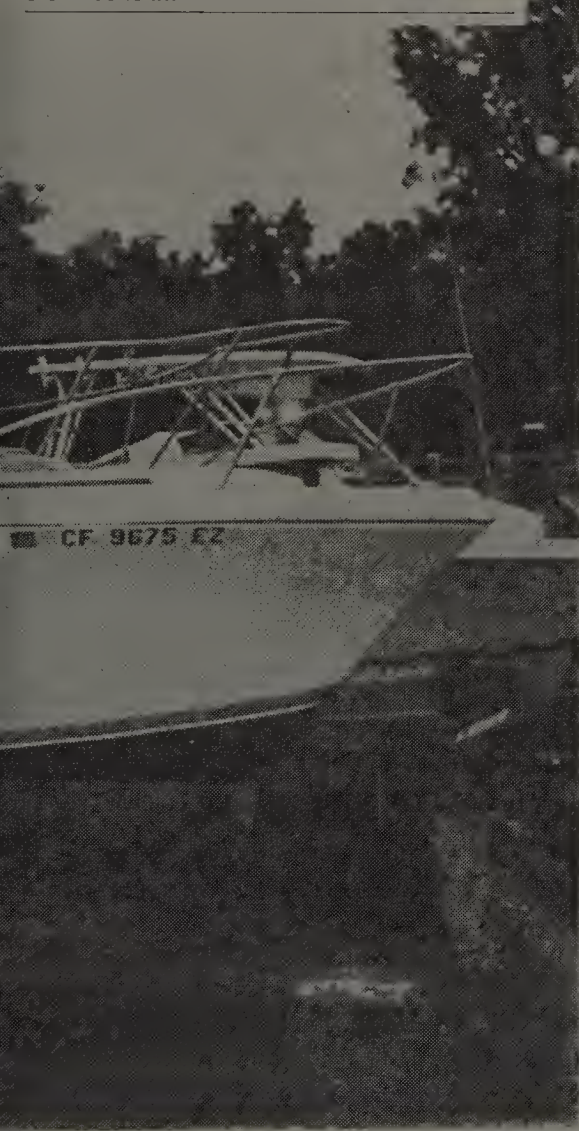
Sometimes the best way to catch another wave is to remember how much fun that last one was. As an 'old fart' now, who grew up from a punk kid in Pete Sutter's sail loft under his tutelage, I'll try to relate some of the experiences that are forever etched in my memory. Each

continued on outside column of next sightings page



RANDY LEASURE

Flying a hull — damage from the big storm that blasted through the Bay Area in early November was fortunately relatively minor. The *Hobie* on the *Bertram* shot was taken at Loch Lomond. The above two shots were taken in Pillar Point Harbor. The boat sunk at its slip is an S&S sloop built in 1946. Two other boats parted their mooring lines. A good reminder to check your own docklines before the next storm rolls in.



SIGHTINGS

sutter's — cont'd

memory, like each wave, leads to the next . . .

I must credit Jim Leech with helping get my foot on that floor in 1968 when he was preparing to sail around the world on Humphrey Bogart's old *Santana*, then owned by Charley Peet. I was the newest 'punk kid' sweeping the stairs and floor, swabbing out the heads, and making stencils every afternoon after school. I'd hitchhike down from Tamalpais High School in Mill Valley. Remember back in the '60s when that was okay — hippies and all, and no predators?

Eventually I was allowed to learn the ways of 'the bench' — the rudiments of the handwork that was still prevalent back then without the use of pressed rings. Everything was done with hand sewing and pounding the liners in. If a 1-1/4-inch ring wasn't sewn in at seven minutes or less, you weren't doing a good job. Tom Schmidt, and on occasion, Bill Larson, were my teachers in handwork and I attribute

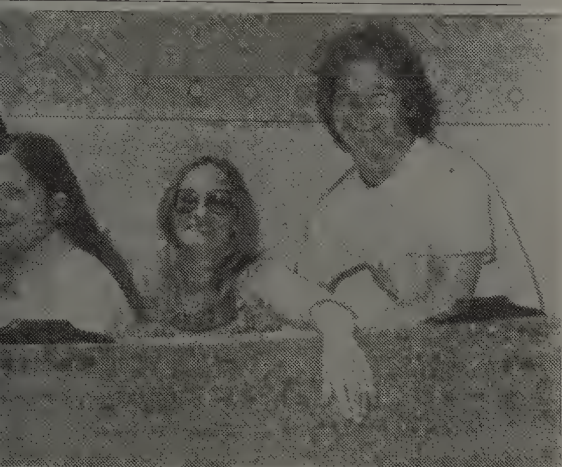
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Sutter's wasn't known for racing sails, but back in the '80s, when Tom and Ted Eden sailed her in Master Mariners, 'Santana' still flew a few.



sutter's — cont'd



Above, back in 'the day' (l to r) Peter Sutter, Mike Sankins, Aldred Chipman, Howard Macken, Terry McGuiness, Paula Crofutt and Tom Barkes.



my knowledge of the old-world handwork to these two gentlemen. Tom died in my arms one day after suffering a massive aneurysm while working on the bench. I was on the cutting floor when he called to Pete as he keeled over. I still miss his right-wing diatribes and had great fun countering him, just for the fun of it!

At age 17 I was given the job of delivering sails in the van upon occasion. For a teenager, this was a most coveted responsibility. At that age we weren't used to being out in the real world during school/work hours to begin with, but driving a van and getting paid for it? Wow!

On one particular occasion, I was to deliver sails (on which I had center stitched all the seams through an old Adler machine) to an 80-ft charter ketch and load them on board. The problem was that the main weighed 130 pounds; about the same as me and much bigger. The other problem was that the 'van' I've been talking about was a 1962 Volkswagen microbus with a bad transmission. I managed to nurse the beast to Alameda, and eventually convinced the guy working on the ketch to reposition the boat so we could use the spinnaker pole to swing the heavy sails aboard. I also put a ding in the van going through a Jack in the Box on the way back but . . . I'm not telling.

My first summer job at Sutter's saw Hal McCormack teach me the ways of sail layout on the big floor, as well as the complexities of the measuring and design process. Pretty soon I was in charge of the cutting and some of the sail designs. I guess at the peak we had 14 people working in the loft during the summer months. Coordinating new sails and repairs was always a challenge, considering I had to keep the customers as well as the sewing room staff happy, yet still get things out on time according to the promises that 'upper management' made. I took on the role as loft foreman during those years.

Often on very hot days during the summer with every door and window open and virtually no breeze blowing from the west, Pete would authorize one of us (on the clock) to head to the market and pick up a batch of beer for the crew, but never earlier than a half-hour before quitting time. Along with the occasional donut run, also at his expense, he always took care of his own.

Winters were another story. The sewing room had a heater for 'the ladies,' but those of us that had to work the floor and the benches . . . we suffered. I recall wearing a down vest underneath a pair of coveralls on the floor while Tom had a blanket over his shoulders. Once in a while, I would see him shove his hands down inside the front of his pants to warm up his fingers before making the next needle poke through all those layers of dacron. Obviously, that turned into a great source of derision from the rest of us if we could catch him at it.

There is one memory that stands out that I use as an example for direction in my own life. Pete and I were walking down a pier in Sausalito to measure a boat. Pete, as most know, was a man of small stature like I am. On the way down the pier he spotted an owner of a large sailboat with a tattered boat cover. Abruptly, he turned and bellowed in a voice much larger than his stature that the boat owner "NEEDED A NEW COVER!" Within the next five minutes, he had just picked up a new job. I was taking notes both mentally and on paper. It was a big lesson I learned that day. Pete was larger than life.

It was a sentimental journey to return to the loft last month. I needed to see what I could salvage from those historic pieces that should never see the landfill. As soon as I saw them, I knew: the lofting battens. Before we drew sail curves with them, they (and the third floor) had been used to loft the keel sections of the Liberty Ships in World War II. Just looking at the battens and grids on the planked floor that were originally used for war and later were used for building sails for pleasure craft meant that swords to plowshares can happen. I'll always have a piece of that legacy in my loft and in my heart.

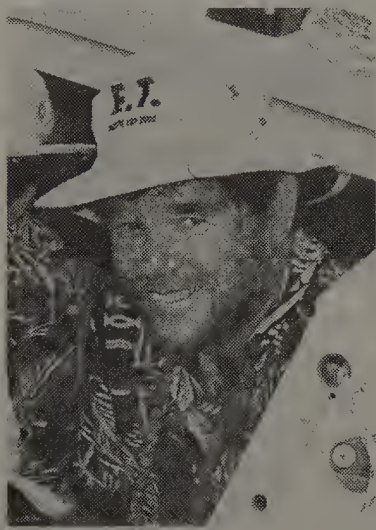
— john amen

Readers — John currently runs Amen Sails in Petaluma, which builds sails for boats under 35 feet and specializes in El Toro sails.

SIGHTINGS

catching up with jim antrim

Jim Antrim is one of the busiest and most prolific naval architects in the Bay Area. It's always a treat to check in and see what new projects he has going. When we called in mid-November, we caught him just a day before he was heading to St. Petersburg where *Sailing World* magazine was announcing their top boats of 2002 awards. Antrim's new Ultimate 24 was up for honors in two categories.



Jim Antrim.

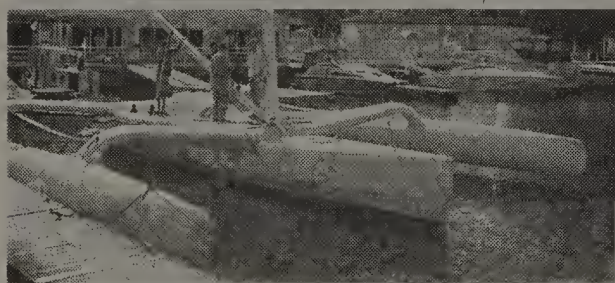
So as not to jinx that competition, we turned the discussion toward other designs.

Jim counts more than 80 designs since he hung out his shingle at Antrim Associates Naval Architects in El Sobrante in 1979, along with countless engineering projects that include two America's Cup campaigns. And (sorry, Jim) no mention of Antrim is complete without reminding you he's the guy who drew sailing's weirdest boat: the Water Walker was a small catamaran that converted into a sort of rigid tent for overnight camping. We point this out only to illustrate that when you ask *this* guy "What's new?" — you really never know quite what to expect.

Like the electric launch for Larry Ellison. The founder of Oracle — currently in the midst of battle for the America's Cup in Auckland — needed a small boat for ferrying guests back and forth across the manmade lake at his sprawling estate in Woodside. Per Ellison's passion for oriental art, the 20-footer looks like a little wooden Saipan, although the wood is just veneer covering a carbon/glass foam sandwich hull. The super-maneuverability of the little craft is made possible with an electric outboard in the bow. Jim says he tried repeatedly to work out the correct engineering for that feature — but finally had to build an El Toro-size prototype for some R&D on the Estuary.

In the 'real boat' arena, it's hard to get more unusual than the 72-ft wing sail, power-assisted, six-stateroom catamaran (design #66) that he drew for a South Seas client. The boat, which was conceived by the owner to ferry employees back and forth between Tahiti and his pearl farm in Ahe (it was getting too expensive to fly them), was launched in February. The owner likes the boat so much that he's hardly carried any workers. Instead, he's been cruising and occasionally chartering the boat, and may take it down to Auckland for the America's Cup.

This boat offers a good example of what a challenge it is for a designer to meet the often unusual desires of a client.



'Aotea' deja-vu — Duane Zelinsky's new Canadian-based Antrim 40.

Jim seems to thrive on such challenges — the more complex, the better. But even he was surprised at the eventual complexity of making all the various systems on the boat work harmoniously. The drawings alone took over a year to complete and it was almost three more years until the boat — which was built in Tahiti — splashed down.

But as usual at Antrim Associates, 'mission impossible' became mis-

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Tamara, David and Sarah Kennedy in 1989 . .

local 'bookies'

We're happy to note that the Armchair Sailor Bookstore in Sausalito is gone — but lives on as West Marine Books and Charts, a new store located at 301 Harbor Drive, next door to the big West Marine store. And the best part is, the familiar faces Marin boaters have come to know and appreciate — David and Tamara Kennedy — will continue to help sailors with charts, gifts and the latest in nautical literature.

David and Tamara opened the Armchair Sailor on Caledonia Street in 1985 after spotting a "franchisers wanted" ad in *Cruising World* magazine. The store on Caledonia Street was the second Armchair Sailor in the country after the original in Newport, Rhode Island. The franchise only lasted a few years, though. By 1989, David and Tamara became owners of the store, whose name they were allowed to retain.

It was a good fit for the couple, who are anything *but* armchair sailors themselves. David originally hails from Sydney, Australia and worked for many years as a professional crew and skipper of large yachts. Tamara grew up in Reno, but fell in love with the Caribbean during a family vacation there in the late '70s. Just days before they were due to go home, she announced, "I'm going to get a job and

antrim — cont'd



... and 2002

stay local

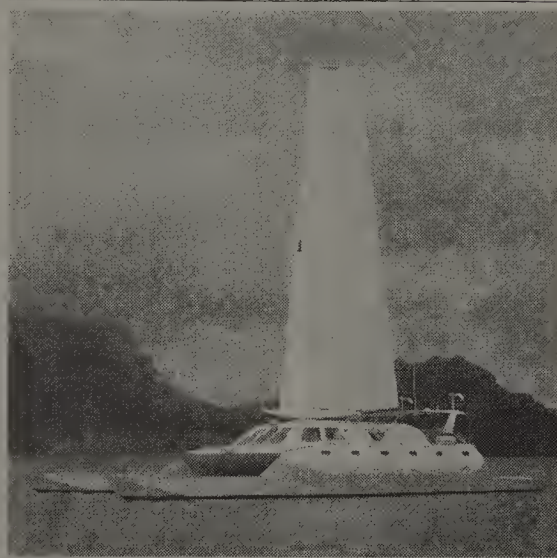
live here!" Her parents didn't take her seriously, but three days later, she had a crewing job on a big charter yacht and was waving goodbye to Mom and Dad at the airport. David and Tamara met in Malta in 1981 and made several voyages — Tamara has three Atlantic crossings to her credit, David has 13 — before deciding to settle down. That's when they saw the ad in *Cruising World* and, well, you know the rest.

But bookstores, no matter how appealing their fare and how friendly and knowledgeable their proprietors, tend to suffer during economic downturns. A couple of years ago, "the economic climate was making it difficult to make a profit," says David diplomatically. He put the business up for sale and had found an interested potential buyer. Then 9/11 happened, the deal went away and, for awhile, business got even slower.

About a year ago, Kennedy approached West Marine and asked if they might be interested in expanding the book and chart end of their business. They were, it turns out, and the deal was soon struck: the Armchair Sailor would become West Marine Books & Charts, it would relocate next to the mother store — and David and

continued middle of next sightings page

sion accomplished. The owner is delighted with the boat and Jim, who flew down for the maiden voyage, was thrilled at the boat's performance. The 310-horse diesel, which resides in a pod slung between the two hulls, spins a surface-piercing propeller that drives the aluminum-hulled craft at 17 knots. At optimum wind angle with a good Tradewind blowing, the wing will give her another, 3. (A true motorsailor, the wing is there only for stability and fuel economy.) The final touch on the unusual craft — which looks like something George Lucas might use in the next *Star Wars* — is her interior, which Humbert finished off to his own, uh, unique tastes: Among its appointments: mother-of-pearl inlaid tables and counters, floral upholstery and bamboo matting in the ceiling. Lining the stairway on one side is a mural of naked girls. Jesus adorns the other. "He has both sides covered!" laughs Antrim.



It's a bird, it's a plane, it's ... the new Tahiti-based Antrim 72 power cat.

A bit closer to home — or at least in North America — Jim's newest boat took its first spin around Lake Ontario in October. This familiar looking craft is a 40-foot trimaran that at first glance is a dead ringer for Peter Hogg's late, great *Aotea*. Launched in the Bay in 1990 and sailing out of Corinthian YC, *Aotea* set many local and offshore records (she still holds the San Francisco to Japan mark) in her all-too-brief career. In 1995, on the way back from the Doublehanded Farallones — with Jim Antrim crewing for Peter — *Aotea* was capsized by a freakish blast of intense wind. Peter and Jim were rescued unhurt, but the boat drifted into oblivion, eventually ending up 5,000 miles away on a south seas atoll.

Oddly, the latest Antrim 40 resulted from another lost boat. Kingston, Ontario-based sailor Duane Zelinsky was an avid Corsair sailor until he came out one day five years ago and his F25C was gone. The stolen trimaran was never found.

Long story short, he'd seen Jim's name and boats in *Multihulls* magazine, and when he came out west to sail with another F25 friend, before he went home, he gave Jim a call. Antrim arranged a ride on *Erin*, Dan Buhler's Antrim 30+, and Zelinsky was sold.

"Originally we talked about a 34-ft *Erin*," says Zelinsky. "Then it got to 36 and finally I said, 'Oh well, let's just do a 40.'"

Despite the family resemblance to *Aotea*, Antrim says the new boat barely qualifies as a sistership. More accurately, he says, she's a "development" of *Aotea* which required all new plans. Differences include more buoyancy, reshaped floats to reduce wetted surface, bigger, stiffer crossbeams, a flared main hull to give more interior accommodations — and a lot more interior than that required by offshore minimalist Hogg. Zelinsky had the hulls and crossbeams built at Atlantix boatyard in Montreal and — admitting he's a "stickler for detail" — assembled the components himself. Her construction is state-of-the-art: closed-cell foam sandwiched between kevlar, carbon, s-glass and e-glass, depending on where you look — all bathed in epoxy resin and vacuum bagged to perfection. The carbon wing mast, six feet taller than *Aotea*'s, was made by Marston in Sweden.

Launched in late summer, the as-yet unnamed boat took her first sail on October 6. Jim reports she 'feels bigger' than *Aotea* (probably because she looks bigger below), but certainly performs like her older

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SIGHTINGS

antrim — cont'd

sibling. In medium breeze and 12-14 knots, she routinely attained 18 and hit a top speed of 21 — with seven people aboard! Unfortunately, she came out of the water soon after that and will go into forced hibernation until spring. (You don't sail the lakes in the winter.) Zelinsky will use the time to work with North Sails of Quebec to outfit the boat with a complete set of sails. His original plans called for trucking the boat (built to easily come apart) to racing venues as far-flung as the Caribbean. As of mid-November, he admitted new developments are likely to keep him and the boat closer to home. "We recently found out my wife's having twins!" he laughed.

Although it might seem so from the foregoing, Jim Antrim is hardly what you'd call a 'multihull guy.' But he's definitely a 'multi-faceted

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bookies

Tamara would stay on to run the place. Hey, it works for us!

Both David and Tamara are happy to continue in the career they truly enjoy, and David (who currently spends two to five days a week at West Marine's Watsonville headquarters) looks forward to the new challenge of being book and chart buyer for the entire West Marine

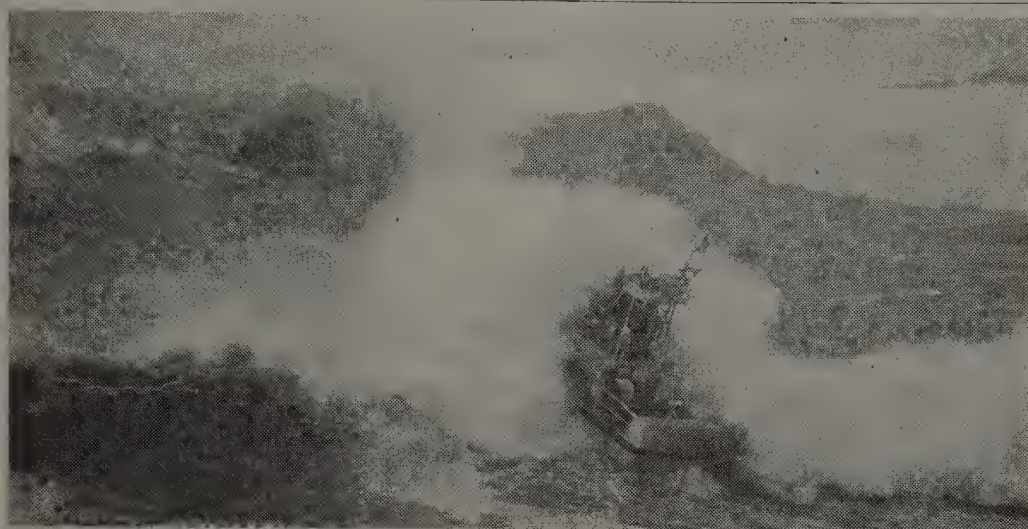
mystery



— cont'd

chain. As the company's first bookstore, the new place is a bit of an experiment on West Marine's part, and if all goes as planned, they will be opening bookstores like this all around the country. The sky's the limit there — last time we counted, Big Blue-and-White had more than 250 stores open for business.

rectangle



JASON McWILLIAMS

antrim — cont'd

guy' who's just as comfortable designing a single-hulled craft as one with 'training wheels' — or a cruising boat as a racing boat.

He's had one particular racing monohull on his mind steadily since September — whether he likes it or not! So when we asked about the frequency of communication between a designer and builder or owner, he immediately said, "I've got one guy I've heard from every few days" — for about the last six or eight months! That's Tim Kent, another Canadian, who is currently running in third in Class II of Around Alone aboard the Antrim 50 *Everest Horizontal*. Designed by Antrim and built by Jim Betts the boat was launched as *Convergence* in 1999. The big glitch lately has been her autopilots. "The general consensus is that Tim should probably get new ones during the stopover in Cape Town," says Jim. Otherwise, the boat herself is holding up well.

News Flash — we learned just before presstime that *Sailing World* awarded Antrim's Ultimate 24 design 'Sportboat of the Year' honors. A nice addition to the 'Boat of the Year' award given to Jim's Ultimate 20 in 1995. Congratulations!

(For more on Antrim's designs, see www.antrimdesigns.com.)

the relaunch of merry bear

On the morning of November 2, as a rolling chorus of traditional voyaging sea chanteys rang out over the calm waters of Aquatic Park Lagoon, a large mobile crane lifted a newly restored piece of San Francisco Bay yachting history back into the sea.

Merry Bear, hull #1 of San Francisco's famous Bear class sloops, was relaunched at Hyde St. Pier after four years of patient and painstaking restoration work by the staff and volunteers of the San Francisco Maritime National Historical Park's Small Craft Department. The large and enthusiastic crowd included Park volunteers, Bear boat owners and builders past and present, as well as a legion of the descendants of Antonio and Manuel Nunes, the Sausalito boatbuilders who launched *Merry Bear* — the first time — in the 1930s.

The grande dame of the occasion was Edna B. Rocha, the daughter of Antonio. Edna gave the ceremony its crowning moment of drama, when she smashed the traditional bottle of champagne across the bronze headpiece at the bow of the *Merry Bear*. As the champagne ran along the newly repaired decks, *Merry Bear* was hoisted into the water. Moments later, project manager John Muir emerged from below decks and proclaimed, "Dry as a bone!" More applause.

As the *Merry Bear* was towed around to her permanent berth at the end of Hyde St. Pier, one could easily imagine Antonio and Manuel Nunes, son Ernie and Bear co-designer Marty Martinson, wherever they are, beaming with glee as well.

When sailboat racers go out for practice, they pull sails up and down. When Coast Guard surfboats go out for practice, well, let's just say there better be fresh underwear ready and waiting when they get back in. This action was caught of the entrance to Noyo Harbor, Fort Bragg, during the stormy weather of early November.

JASON McWILLIAMS

SIGHTINGS

seayanika — light at the end

Light at the end of the tunnel! I swear I see it! After two years of weeks marching by like determined soldiers, projects completed, projects stalled, mini-milestones reached, delays encountered — and finances being sucked out of the coffers as if by a giant shop-vac from hell — I can actually visualize a pinpoint of light beckoning me towards the finale: launch day. My husband's unswerving resolve, and my (mostly) unwavering faith in him, is coming to fruition in the form of *Seayanika*, the 49 foot sailboat we've been building from a bare hull.

Seayanika's exterior is near completion, short of paint and a few odds and ends. The transom has been modified to a sugar-scoop configuration, the bowsprit and anchor rollers are installed, as are all the windows, hatches, portlights and Dorade vents. The helm, wheel, steering mechanism and seat are all in place. (Okay, so I confess, I do spend some time with my eyes closed, conjuring up the warm breezes and turquoise waters of the Tuamotus, from the newly installed captain's chair at On-the-Hard Marina in Vista, CA.) Uh, where were we? Cockpit drains, thru-hulls, teak decking, bulwarks and handrails, cleats, hawse pipes, fuel and water fills — check, check and check; it's all there.

The interior is progressing by leaps and bounds. Every day produces another piece of interior cabinetry, another area of varnished mahogany, or a new system installed. I'm starting to feel giddy with relief that those never-ending days of fiberglassing, sanding and fairing are fading into a distant memory. Just yesterday, my washer/dryer was installed, and most of our other appliances (stove, icemaker, watermaker, trash compactor, microwave and dishwasher) are standing in line waiting their turn.

Erik will be fabricating our refrigerator and freezer. I'm not an overly organized person (my husband probably has another less complimentary word for it), so the traditional top-loading refrigerator would end up being a nightmare for us. And, since a front opening fridge is not practical on a sailboat, Erik has designed a drawer system for our cold storage needs. The refrigerator will consist of three stainless steel drawers, and the freezer will have one deep drawer. That will put most goodies within easy reach. Or at least that's the plan.

I've been busy looking into the finishing touches. Should we opt for foam or spring mattresses? What about for the cushions? What's our interior color scheme? What material should we use for interior and exterior cushions and curtains? Where are we placing the lighting fixtures and fans? I've started sewing Sunbrella covers for everything: winches, captain's chair, windlass, windows, etc. We're even sourcing for sails and electronics. Yes, I see the light.

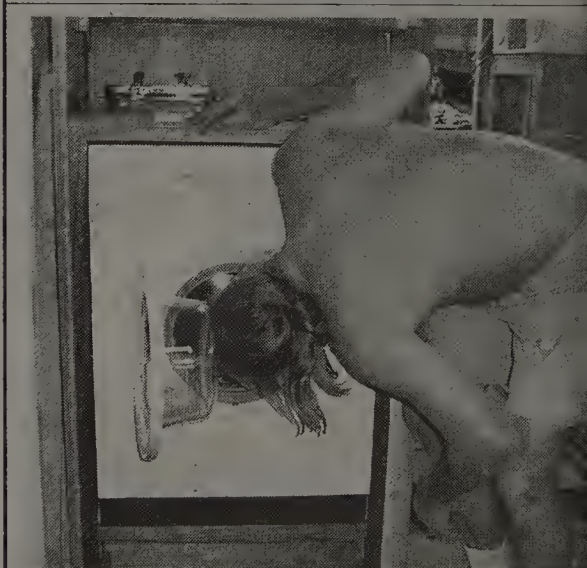
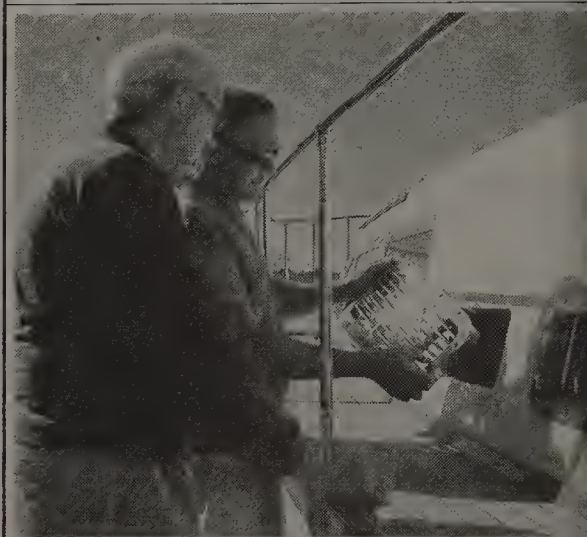
On occasion, our friends stop over. Not just to see the progress, but also to lend a hand. There are hundreds of menial tasks involved, that those less-skilled in boatbuilding talents can assist with. From laying and removing tape for varnish projects, using the drill press to make wood plugs, aiding with the lifting and placement of heavy appliances and even the removal of large guard-dog droppings from the boatyard. Yes, it is *really* wonderful to have good friends!

Building a boat from a bare hull is not for everyone. (Remember our little warning of months ago: "Don't try this at home"?) Hell, if we'd had an extra million hanging around, sure, we'd probably have just bought a new boat with all the bells and whistles.

In the long run, we feel it's a good thing we didn't have unlimited resources. One of the advantages of building your own boat is the need to make fewer compromises. Erik designed *Seayanika* specifically for our requirements. Most importantly, we wanted a solid, safe boat with watertight bulkheads and redundant systems aplenty. We wanted an open, airy main salon that was still secure in a seaway. It was important that the aft master stateroom be private and have berths we could actually use during passages.

Then, there were those items that individually we felt were necessary. I couldn't live without an icemaker. Erik wanted a big lazar-ette for all of the toys. I wanted the helm out of the center of the cockpit. Erik wanted the convenience of a bow thruster. Our choices

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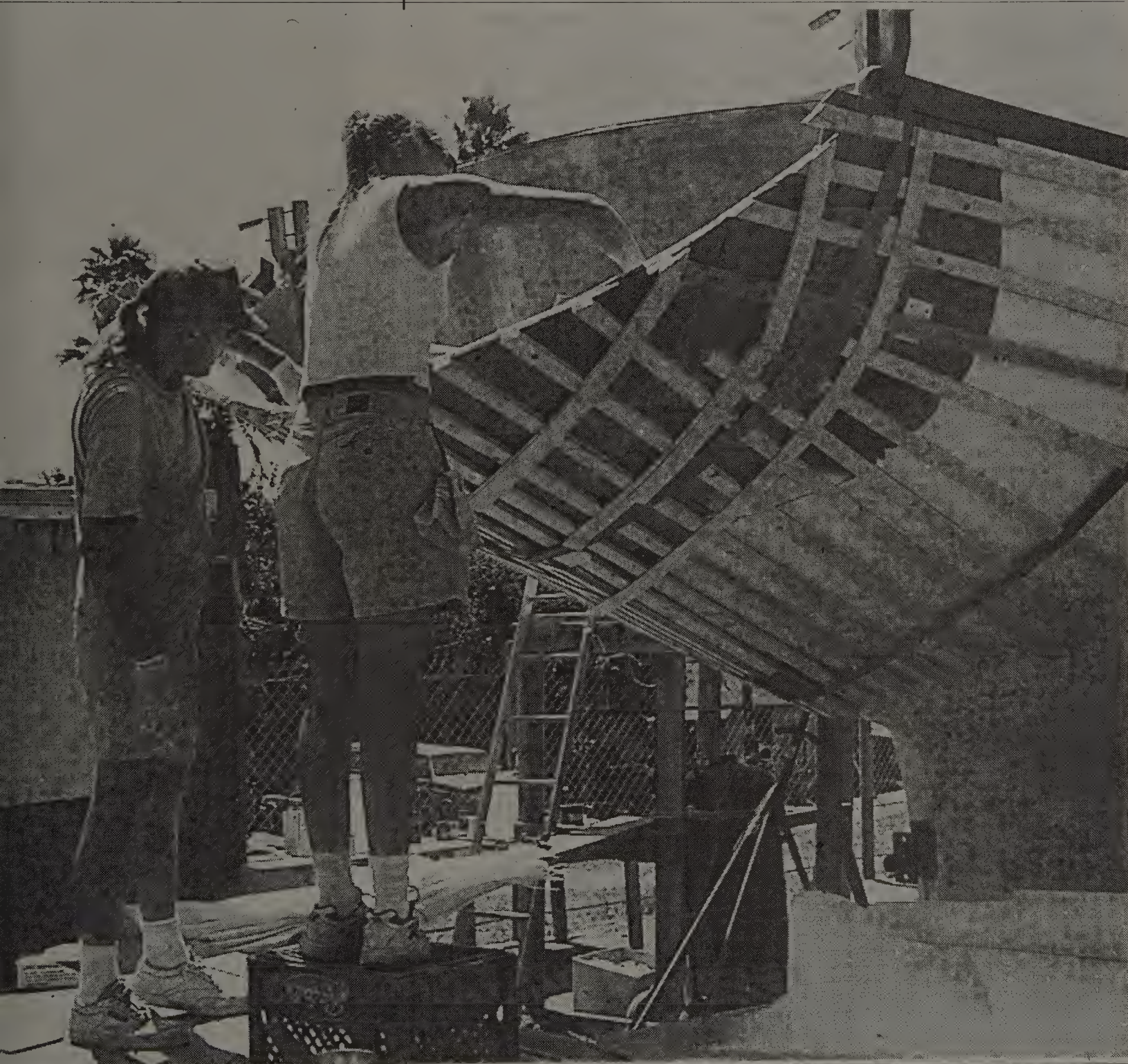
seayanika — cont'd

were either to compromise our desires with a stock boat, pay exorbitantly for a professional yard's semi custom job (and maybe still not get everything we wanted), or build it ourselves. Our total projected cost for the boat in the water should not exceed \$150,000. To purchase and outfit a comparable boat from a manufacturer would exceed \$500,000. A tidy little profit for 2.5 years of work (and no payment coupons!).

Our current projected launch date is March. It may not happen exactly then. But the end is in sight, and this labor of love will have been worth the effort. Home boatbuilding requires a lot of time, patience, money, patience, determination, patience, perseverance, and patience. . . . Too bad I'm not very patient!

— katriana vader

'Seayanika' is proof that some boatbuilding projects do proceed more or less as scheduled. Above left, the bare hull shortly after arrival two years ago. Above, the hull today. The rest of the photos show miscellaneous 'work in progress'.



KATRIANA VADER

licensing

For those who have always wanted to get a Coast Guard "6-Pack" license, a 100 Ton Master or even upgrade their current license to a higher level, there may be no better time to do it than now. And if you're like Chicago sailing instructor Kevin Denney or Marine Biologist Marilou Seiff, you'd probably agree there's no better place to do it than the new License School at California Maritime Academy's department of Continuing Maritime Education.

Cal Maritime is hardly the new kid on the block. It was established in 1929 to train cadets for careers in the maritime industry. The campus is situated on one of the most beautiful waterfront settings on San Francisco Bay, sitting astride Carquinez Straits in Vallejo, adjacent to the Carquinez Bridge.

The Academy's Continuing Maritime Education (CME) Department was developed 10 years ago to answer an increased demand for helping merchant mariners meet Coast Guard required endorsements such as radar and firefighting.

With the deadline for implementation of STCW-95 (Standards of Training and Certificates of Watch keeping) this past February, CME had been busy with courses for mariners complying with the new regulations. Originally, the courses had been directed more toward merchant mariners and higher level licenses. But last summer, to help fill a need for the lower level Coast Guard licenses, CME initiated their License School. The school trains applicants to pass the Coast Guard OUPV (Operator of Uninspected Passenger Vessels) exam — otherwise known as the "6-Pack" license because the skipper who has one is limited to carrying six passengers. Those already holding a 6-Pack can upgrade to the 100 Ton Master or even 200 Ton Master if they qualify.

Since Chicago doesn't have any maritime schools, 29-year old sailing instructor Denny chose CME after searching the Internet for schools on both east and west coasts. He decided that CME's course rates were competitive with other schools and, since he had to travel anyway, why not spend a week in San Francisco?

Local Bay sailor Seiff, a 50-year-old mother of three with a Transpac under her belt, teaches Marine Biology aboard the Redwood City-based research ship *Robert G. Brownley*. She decided that it would be a valuable addition to her already impressive resume (she has a Masters degree from Stanford in Marine Biology) to have a 100 Ton Master license, which will qualify her to help the skipper operate the ship in addition to her teaching duties.

In my case, I decided to dust off the 100 Ton Master license I've had hanging on the wall since 1983, and took the 200 Ton upgrade.

My initial fear of having too many cobwebs in the brain and not being able to cope with the learning and study requirements of the course were quickly dispelled when I met instructor Mark Hensley. A retired Master who used to run tankers for ARCO, Hensley is an instructor's instructor.

I had been through several maritime schools in the last several years, and knew that the instructor can often make the class. It is not unusual to find schools where some retired old salt may put in only enough effort to get the students through the course. Meanwhile, the students spend most of their time trying to stay awake.

I knew right away there would be no sleeping in Captain Hensley's class. Hensley is a graduate of the U. S. Merchant Marine Academy at King's Point. He spent 20 years with ARCO Marine and is an avid Bay sailor, as well. He co-owns a Catalina 30 and races aboard another that took the season championship in 2001 and second in 2002. As Hensley says, "I've been out on the Bay as both a recreational sailor and master of a large crude oil carrier, so I've seen both sides of the equation."

Despite Hensley's impressive credentials, I found him to be extremely patient, explaining the course material in detail. For a 'math-challenged' individual like myself, the personal and undivided attention was welcome. As Hensley reminded me more than once, the "students are CME's clients", and he wants to make sure they get their money's worth.

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coast

Between mid-October and mid-November, Group San Francisco Units — which include stations at Lake Tahoe, Carquinez, Rio Vista, Monterey, Bodega Bay, Golden Gate and San Francisco — responded to approximately 260 search and rescue (SAR) cases. Here are some of the more notable ones.

October 7 — Shortly after 8 p.m., Station Carquinez received a call from Station Rio Vista that a 35-foot sailing vessel was caught on a cable near the construction barges adjacent to the Benicia Bridge. Station Carquinez diverted a 41-foot Utility Boat (UTB) whose crew was in San Pablo Bay conducting training with a Coast Guard helicopter. Additionally, a 23-ft Light Utility Boat was dispatched with the owners of the construction barge on board. Luckily, the tide started shifting shortly after the UTB and UTL arrived on scene. Between the shifting tide and the construction crew's ability to slack the cable, the S/V was freed. The S/V was then escorted, under its own power, to the Benicia Marina.

Several of the bridges in the Bay Area are currently undergoing various construction projects. These include the Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and the San Mateo-Hayward Bridge. The Coast Guard advises boaters to transit cautiously in and around these bridges. If you would like more details regarding the time-line of the construction projects on these various bridges, you can obtain this information online at www.dot.ca.gov/hq/esc/tollbridge/Bridges.html.

October 10 — Just after 1 a.m., Group San Francisco received a report from the Cutter *USCGC Munro* of a body in the water beneath the Bay Bridge, along with an overturned dinghy. A Coast Guard helicopter from Air Station San Francisco and a UTB from Station San Francisco were immediately launched. The body was recovered, and Emergency Medical Service pronounced the victim dead on scene. The helicopter conducted a search of the area for other possible victims. The San Francisco Police Department was able to contact the victim's brother and verified the victim was the only one onboard. The brother further reported that the victim had been using his 7-ft dinghy to transit to and from his S/V, which was anchored in the vicinity of Pier 96 in San Francisco.

The weather conditions when this victim was found were 2 to 3-ft seas with

watch

winds at 10 to 15 knots. Although the cause of the accident is unknown, those weather conditions — which may not be significant on a 30-ft S/V — certainly must have been a challenge in a small dinghy. Remember to always keep the weather conditions in mind for any excursions, short or long, in your dinghy.

October 12 — Although the following case took place in a body of water north of Group San Francisco's area of responsibility, the lesson learned is applicable to boaters everywhere. On October 12, the 42-year-old male owner of a 9-foot runabout took a potential buyer of his boat, a 34-year-old female, out for a quick test drive. The owner thought that since they were going to be out for just a short time, he did not need to take the usual safety equipment — in this case, a mooring/anchor line and flares — with him. Additionally, despite the fact that the boat was not equipped with a radio, neither of them brought their cellphones.

Shortly after departing the south end of Humboldt Bay, they experienced engine failure. Without a mooring/anchor line, they drifted and eventually were carried out of the channel through the jet-ties and into the open ocean. Since there were no flares onboard, the owner decided to pour gasoline on his hat and light it in hopes of attracting someone's attention. Unfortunately, no one saw the flaming hat and they continued to drift. Finally, the next afternoon a concerned citizen saw the drifting boat just off of Samoa Beach and called 911 who then transferred the call to the Coast Guard Group in Humboldt Bay. A Coast Guard helicopter from Group Humboldt Bay, along with a UTL and crew from Station Humboldt Bay, were launched in response to this 911 call. The owner and potential buyer were hoisted from the boat into the helicopter and immediately taken to St. Joseph's hospital where they were treated for hypothermia.

The lesson learned is that no matter how short of a time you plan on being underway, always take the appropriate safety and survival gear with you.

Editor's Note — Due to last minute space restrictions, we had to cut 'Coast Watch' short this month. Since it's impossible to top the 'flaming hat' case anyway (wonder if the woman bought the boat after all that?), this seemed like a good place.

We'll try to include the Search and Rescue cases edited out this month into an upcoming installment of Coast Watch. Until then, sail safe!

licensing — cont'd

And if the instructors were first rate, so was the facility itself. Well-equipped classrooms with training aids, a swimming pool for survival training, and the Academy's 499-ft. training ship *Golden Bear*, a floating exhibit for students to learn details about ships and their gear.

Tuition costs for the classes are competitive, as well. The original OUPV class runs 59 hours and costs \$1,000. Both the 100 Ton Master upgrade and the 200 Ton Master upgrade are \$500. All classes meet current USCG requirements. In addition, CME is currently the only full-time license school in the Bay Area.

Also included in the tuition are study materials, a divider for navigation exercises, a fabulous daily lunch, free parking, access to the Academy's research facilities (including one of the best nautical libraries in the Bay Area) and a Cal Maritime ballcap upon graduation.

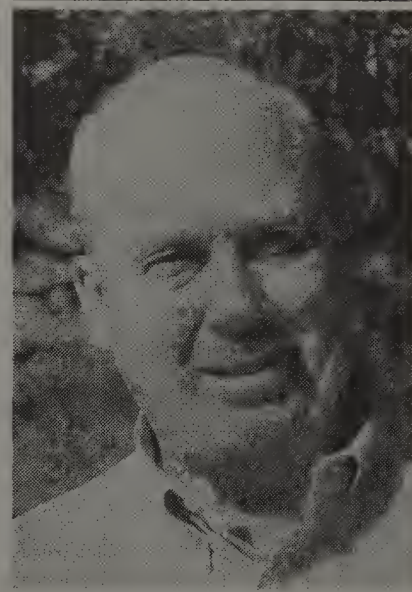
Is the program successful? Only time will tell. Meanwhile, Hensley says that CME boasts a successful "pass" rate for their classes thus far. So for those thinking about that 6-pack or upgrade, there may indeed be no better time. And at least for Denny, Sheiff and this student, there wasn't a better place.

— john d. skoriak

For course information and schedules, contact Course Coordinator Shelrey Woodson at 707-654-1157 or ContinuingEd@csum.edu. For information about Coast Guard licensing and qualifications, contact the USCG National Maritime Center at www.uscg.mil/nmc.

Editor's Note — Cal Maritime is only one of the fine local institutions offering courses to those wishing to go for their Six Pack and other Coast Guard licenses. If you are interested in pursuing this education, please also check out the Maritime Institute at (888) 262-8020 (www.MaritimeInstitute.com) and Merchant Marine Training Services, who you can also reach toll-free at (800) 458-7277.

Captain Mark Hensley.



JOHN SKORIAK

short sightings

MURMANSK — The first Russian yacht to circumnavigate the world from this far north port on the Berents Sea crossed its outbound track in September. The 41-ft ketch *Siberia*, designed, cold-molded and skippered by Sergei Shcherbakov and a crew of five, departed their homeport of Omsk in July, 2000. In a real first, they made their outbound leg the northern route above the Asian continent, then swung south through the Bering Sea to resume a more conventional round-about. On the way down the North American West Coast, they were rolled and dismantled off Alaska. A local welding shop in Kodiak built them new steel masts and they were soon back underway. The adventurers even stopped in San Francisco in February, 2001, where they became the subject of a *Latitude* feature article called *Over the Top — Circumnavigating, Siberian Style*. A short item in the english version of *Pravda* notes that *Siberia* was undergoing repairs in Murmansk before proceeding home to Omsk — another 1,700 miles up the Ob River.

SPAIN — In the old war movies, an oil slick usually indicated that a destroyer's depth charges had done their job and another enemy submarine had been dispatched. These days, it often indicates that an oil tanker — and the nearest beaches — are in trouble. On November 13,

continued on outside column of next sightings page

SIGHTINGS

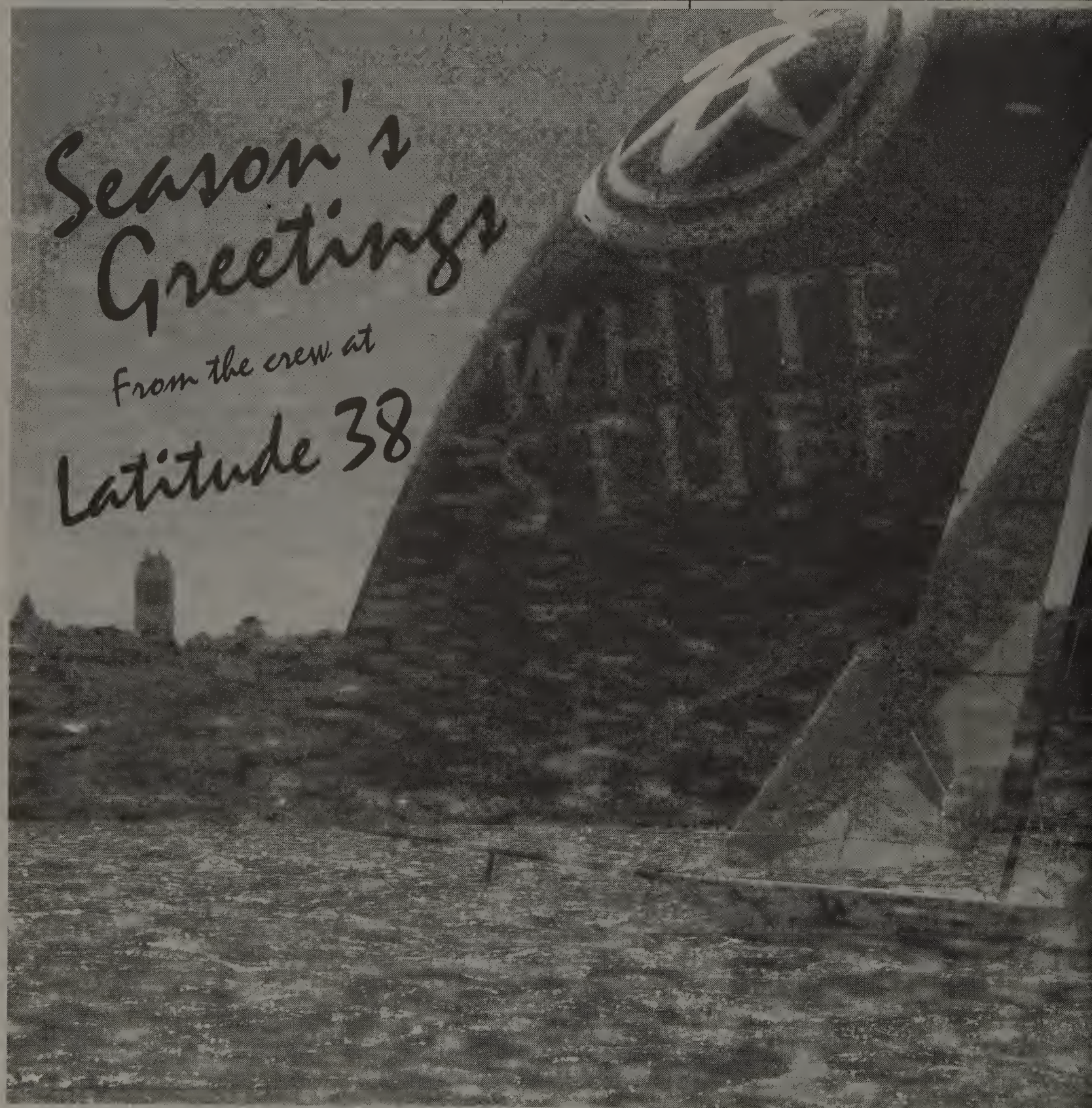
shorts — cont'd

the 791-ft tanker *Prestige* was in serious trouble. In heavy weather off the Atlantic coast of Spain, the hull of the 26-year-old ship had begun to open amidships. Spewing oil, she called for help. Tugs towed her west into the Atlantic, where on November 19, about 100 miles offshore, she broke in half and sank. The crew were all rescued without injury. At this writing, about 2 million gallons of fuel oil (a step above crude, a few steps below gasoline) had washed ashore on Spain's north-

continued on outside column of next sightings page

ocean

If you thought derelict vessels were unusual, think again. According *After the Storm* by John Rousmaniere, during a period in the 1990s, 116 derelict vessels were reported in the Atlantic. It was worse in the old days. From 1846 to 1850, 680 British ships were abandoned. Some derelicts were seen so often they were given



drifters

nicknames, like "white ghost" for the *W.L. White*. That ship was abandoned in the Caribbean in the summer of 1888, rode the Gulf Stream north and east and finally sank off Scotland, almost 5,800 miles from where she was abandoned. Thirty six ships reported seeing the white ghost during that long, last passage.



shorts — cont'd

west coast. Fears over the remaining 18 million gallons aboard — roughly twice the amount spilled by the *Exxon Valdez* in 1989 — are apparently being realized as a slick is emanating from the wreck and headed toward the coast. The blame game was in full swing as we went to press, as was the reopened debate on double-hulls. (*Prestige* was a single-skinned ship.) Photos of dead and dying seabirds were everywhere and the horrid task of cleaning the beaches had begun. What makes this incident even worse is that the ship sank in two miles of water, which will make any leakage very hard to stop. If it can't be stopped, this will be one of the largest oil spills ever, and could ruin Spain's fishing industry for at least a decade.

SAN FRANCISCO — When you're pounding the pavement in search of that special gift for the sailor in your life this holiday season, keep in mind the Maritime Store at Hyde Street Pier in San Francisco. This is the little store right at the foot of the pier where the *Balclutha*, *Thayer* and other historic ships are tied up.

The Maritime Store carries everything from 'gifty' stuff like classic yacht models, half hulls, decorative compasses and barometers, and weathervanes; to an extensive selection of maritime books and a great toy and book section for kids.

The best part is, all proceeds from merchandise purchased at the Maritime Store go toward the restoration and preservation of the ships and the 'Age of Sail' maritime education programs. So at the same time you're checking off people on your gift list, you'll be helping out our friends at the San Francisco Maritime National Historical Park. There's some 'spirit of the season.'

Cringing at the thought of driving into the City? Shop the Maritime Store online at www.maritime.org/maristore.htm. For directions or more information, call (415) 775-2665.

CAPE TOWN — In probably the weirdest leg in ocean racing history, Leg II of Around Alone is still not over for the majority of the fleet. This despite the fact that the 6,800-mile leg started on October 14 in England, and the four lead boats in Class I (60-footers) have been in port in Cape Town since mid November. This confusing scenario, you may recall, was due to the still healthy remains of hurricane Kyle that sent all Class II boats (and two boats in Class I) running for protected anchorages in Spain. The four leaders in Class I — Bernard Stamm's *Bobst Group Armor Lux*, Thierry Dubois on *Solidaires*, Emma Richards on *Pindar* and Graham Dalton aboard *Hexagon* — decided to ride out the blow, which they did without serious incident. Stamm arrived in Cape Town on November 13, followed by the other three (in the order noted) in the next few days.

Meanwhile, the other boats restarted from various Spanish ports — each with a 48-hour penalty for stopping — but soon ran into either no wind, or lots of it from the wrong direction. A massive high pressure system over the Atlantic caused the biggest problem. The only way to avoid its windless maw was to go around, so 'second fleet' (and Class II) leader Brad Van Liew aboard the Open 50 *Tommy Hilfiger Freedom America* took a huge dive south, followed by most of the rest of the fleet. Ironically, the biggest competition for the Marina del Rey-based Van Liew was San Francisco Bay-based Bruce Schwab aboard the Open 60 *Ocean Planet*. Bruce restarted a day or two after everyone else. As this issue went to press, he and Van Liew were a couple of days out of Cape Town. Bruce, with his longer waterline, was closing the gap slowly and it was looking as though they might have a photo finish.

Bringing up the rear was the indomitable Simone Bianchetti, whose *Tiscali* was dismayed by the big winds early in the leg. Race leader Stamm loaned the use of his spare mast, which was shipped to the remote harbor of La Coruna in Spain and stepped on Bianchetti's boat. Bianchetti restarted on November 9. It was unclear whether *Tiscali* would make it to Cape Town before the start of Leg III on December 4. But there is no deadline to get there and he can restart when he wants.

For more on Around Alone and the whereabouts of all 13 boats in this year's race, log onto www.aroundalone.com

BAJA HA-HA IX

For some sailors, no prospect is more tempting than to spend 10 or more mostly-chilly days and nights white-knuckle racing to the Hawaiian Islands. Others dream of weaving their small

goal was not to break records, crush competition, or defy death, but to pursue happiness through 10 days of mellow downwind sailing with friendly co-conspirators in ever-warming temperatures. The Ha-Ha name is appropriate, as there's likely more laughter per sailor per mile than in any other distance event in the world.

Since sailing pleasure is the object of the Ha-Ha, the pace is relaxed and motoring isn't frowned upon when the wind dies. And what could be more conducive to pleasure than pulling into a calm anchorage every couple of nights to catch up on rest, savor a relaxed meal, take a hike, and socialize? It doesn't hurt that Ha-Ha conditions are almost always mild. In the 27 Ha-Ha legs sailed to date, only one of them has been upwind, and the average windspeed for a 24-hour period has never exceeded 18 knots. Perhaps the most pleasurable quality of the event is the 25 degree difference between the air and water temperatures at the start in San Diego and the finish in Cabo. Twenty-five degrees is the difference between having to be bundled up while sailing and being able to sail naked. (Right, Kim?)

There must be more hedonists than masochists these days, for this year's 110-boat Ha-Ha fleet was the second largest ever. There was, however, less than an ideal amount of moonlight and consistent breeze, but the event's Grand Poobah is confident that at least 95% of the pleasure-seekers were more than satisfied.

There was a wide range of participants this year, a fact most evident aboard the Strauss family's Oxnard-based Swan 47 *Abracadabra*. Among their crew were one-month-old Jabez Strauss, the youngest in the Ha-Ha, and 85-year-old Angus Anderson, the oldest. There were several female

skippers, including Britain's Ann Fraser aboard her Rustler 36 *Gollywobbler II*, who is 75 years young. Men outnumbered women by about three to one — a ratio that single women sailors might keep in mind when Ha-Ha time rolls around again next fall. The average number of crew per boat was just under four. The two dozen boats that sailed with just two crew quickly discovered that doublehanded can be tiring — even on a short and mellow event such as the Ha-Ha.

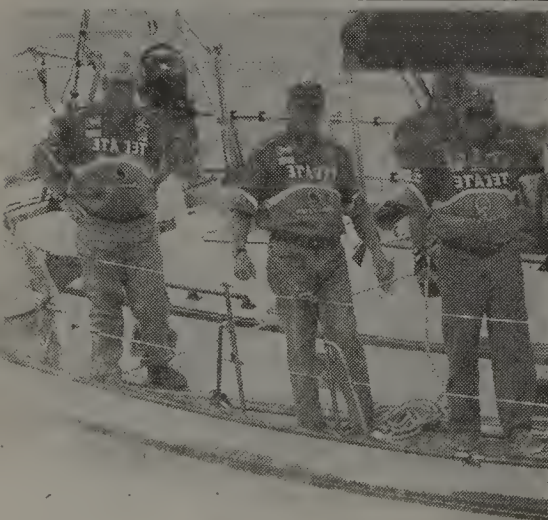
Although there were no barques or schooners, this year's record fleet featured a broad spectrum of boats. The monohulls ranged in size from Ethan Ackerman's Ventura-based Ranger 29 *Brisa*, to Kurt and Katie Braun's Alameda-based Deerfoot 74 *Interlude*. There were 11 multihulls, from the 33-ft Seawind 1000 cat *Gato Loco*, belonging to a Phoenix syndicate, to David Crowe's San Jose-based Choy/Morrelli 70 *Humu Humu*. The *No Comprendo* motoryacht di-

Some folks couldn't wait to get to Mexico, so they dressed the part at the Kick-Off and Costume Party in San Diego.

cruising boats through the icebergs of the Southern Ocean before rounding Cape Horn in an ice storm. And a few are even stimulated by the thought of paying \$40,000 to slam upwind around the world as part of an intense competition. These folks are masochists.

Then there are the sailing hedonists — such as the 425 folks who boarded 110 boats on October 28 and 29 to participate in the ninth annual running of the 750-mile Baja Ha-Ha cruising rally from San Diego to Cabo San Lucas. Their

The crew from John Warren's Passport 47 'Warren Peace' — on their second Ha-Ha — won the Best Dressed award with these Tecate outfits.



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ALL PHOTOS LATITUDE / RICHARD & ANDY EXCEPT AS NOTED

— THE PURSUIT OF SAILING HAPPINESS

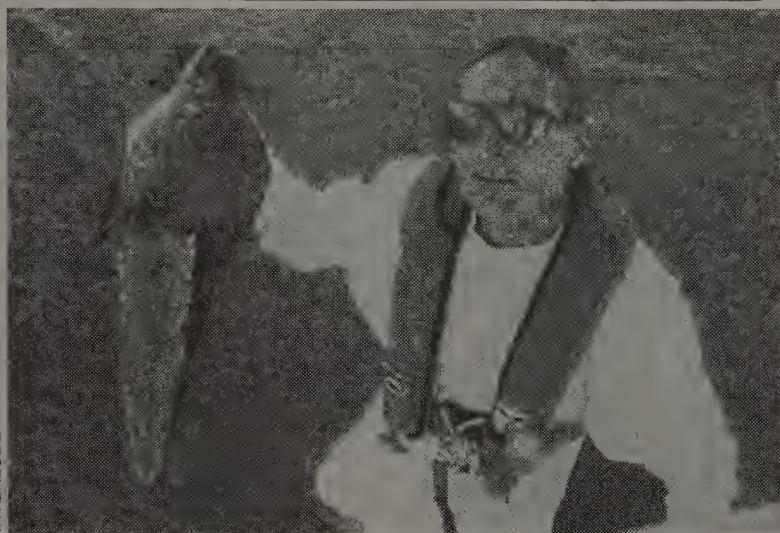
vision swelled to a record seven boats between 36 and 55 feet. More than 90% of the boats were beginning a season or more of cruising in Mexico and/or the South Pacific, so most were low on their waterlines. Eleven boats were repeat entries.

For the purposes of the semi-serious racing, the boats were divided into 12 divisions based on size and type. The more modern fin-keel racer/cruisers were separated into six classes, and cruising boats with full keels and/or split rigs were put into another six classes. Each boat was assigned a handicap based on every possible speed variable — although the formula for the handicap remains a closely-guarded secret. Persevering under sail in light air, however, is always richly rewarded in Ha-Ha scoring.

Spread: An unidentified finisher is seen about to cross the line at Cabo Falso under brilliant sunshine. Inset: The second San Diego start was cool and under gray skies.

As is traditional, the Ha-Ha began with the West Marine Ha-Ha Kick-Off and Costume Party at the Cabrillo Isle Marina, where entries were given their swag — a bag, two T-shirts, a hat, a navigator's beverage koozie complete with map, and assorted other stuff. Then there was free food, prepared by the marina staff, for every skipper and mate. Crew, however, had to pay.

"You mean even with these great breasts I've still got to pay?" moaned a guy in a cow outfit, udders all down his chest. Other memorable costumes included a group of human Q-tips, a mermaid, Popeye and Olive Oyl, and various jailbirds, pirates and rastafarians. While



INTERLUDE

Kirt Braun of 'Interlude' joins the fillet and release club. A lot of big fish were caught and shared with the rest of the Ha-Ha fleet.

the free beverages included beer and wine, everyone drank responsibly in the best Ha-Ha tradition. If there's a widespread gross misconception about the Ha-Ha, it's that the participants are a bunch of hard-drinking yahoos. Any Ha-Ha vet can dispel that myth.

The only unfortunate aspect of the Kick-Off Party was that at least three people who travelled to San Diego and really made an effort to get berths were unable to secure them. The lesson is to start the process earlier next year.

As instructed by Ha-Ha Honcho Lauren Spindler, the Grand Poobah polled the skippers of the smaller and slower boats to determine if they would prefer starting on Monday, a day earlier than the rest of the fleet, to give them more time to rest after the 360-mile first leg to Turtle Bay. The Poobah was surprised at the near unanimous sentiment to start early. The surprise was not that they wanted to start early, but that so many would actually be ready to do so. The quality of boats and sailors seems to improve with each Ha-Ha.

A total of 34 boats — not all of them small or slow — elected to start early. Conditions were pleasant with a nice breeze, so colorful spin-



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BAJA HA-HA IX

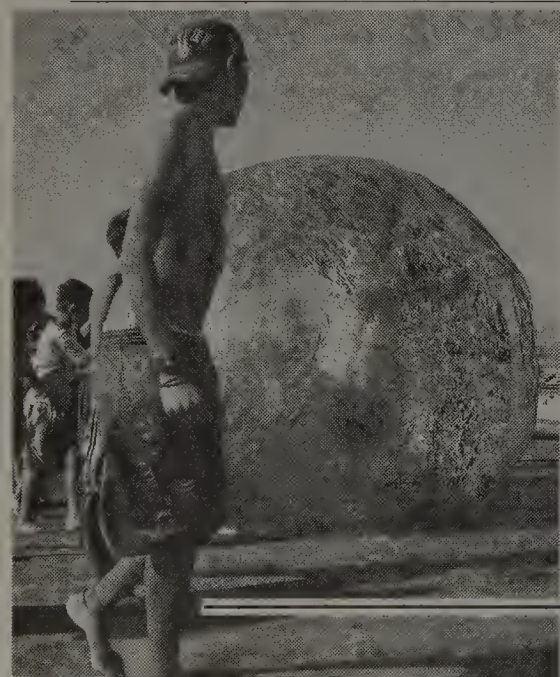


Taryn suffered a black eye early on from 'Water Dragon's' spinnaker pole. By the time she and Graham got to Cabo, it was almost healed.

nakers and gennakers were soon seen against the backdrop of a blue sky. Most boats had eight to 18 knots of breeze from astern for the first 300 miles, followed by lighter and less consistent wind the final 60 miles. Nonetheless, four boats — *Vita é Bella*, *Journey*, *Caballo del Mar* and *Compañera* — persevered and sailed the entire way.

Those who elected to start early turned out to be the lucky ones, for the Tuesday group started with light and flukey winds on the nose, followed by light winds from astern, then nothing at all for almost 30 hours. Not only was there no wind, there wasn't any moonlight either — as if it could have been seen through the overcast. Chalk it up

Most folks came to the Turtle Bay Beach Party in a dinghy or panga. This unidentified guy literally 'ran' to shore inside a huge plastic ball.



as one of the gloomiest Ha-Ha legs ever. The only bright spots were that many folks saw lots of dolphins, whales, turtles, and other sea life.

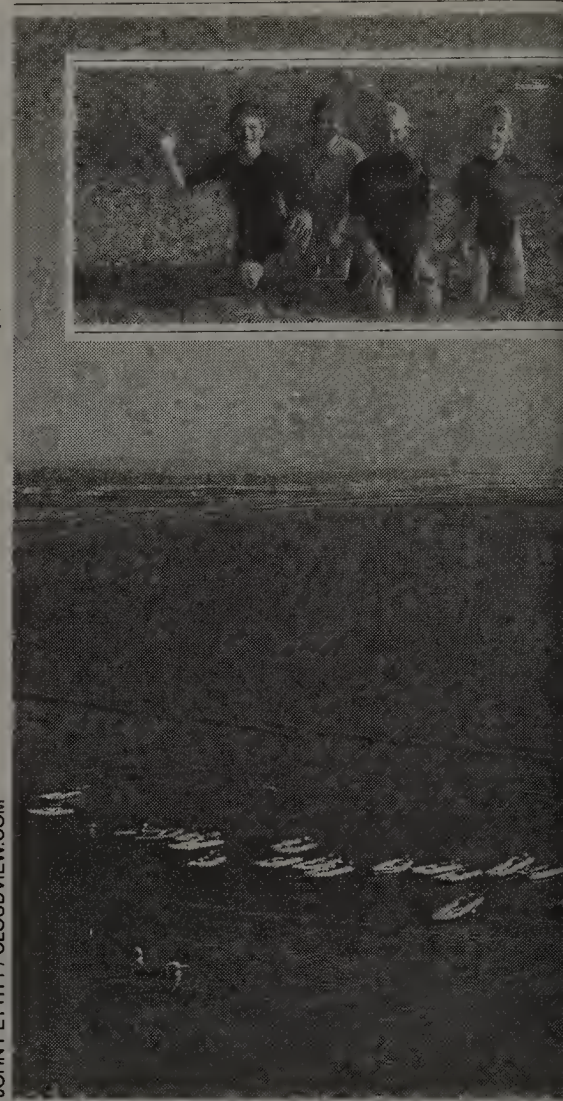
Along with many other boats, the mothership *Profligate* finally picked up a light breeze again just north of Cedros Island on the third morning. By the south end of the island, there was a distinct north-south boundary line across the sky — heavy overcast to the north, blue skies to the south. The dramatic demarcation, with better weather to the south, is common at this latitude.

The light air was, however, of gastro-nomic benefit to a couple of boats. While at the Ha-Ha Crew Party at the Encinal YC in Alameda, Mary Coleman — who campaigns her own Farr 40 *Astra*, but was crewing on the 70-ft cat *Humu Humu* — asked the folks from Hy's Fishing to put a couple of good lures together for her. "Three minutes after I threw the first lure in, we hooked a 35-pound tuna," laughs the novice fisherwoman. "I threw the second lure in, and a couple of minutes later hooked a 30-pounder. I love those guys from Hy's!" She also loved the space, comfort, and speed of the 70-ft cat, which is 34 feet wide.

Also benefitting from the relatively slow speed was Jerry Morgan's *Trintella 53 Sumatra*. "As we sailed by Isla Natividad under spinnaker at a relatively pedestrian seven knots," remembers crewman Christian Buhl, "some *panga* fishermen came alongside and held up some lobster. Speaking in English, they offered to trade 10 lobster for . . . a box of cookies!" Naturally, the deal was done. It was Buhl's third Ha-Ha, but he'd never seen anything quite like it.

None of the Tuesday starters came close to sailing the entire first leg, so the Poobah — using the benevolent dictatorial powers vested in him by some unknown power — threw out the first leg results for all but the early starters.

For many first-time sailors to Mexico, the small village of Turtle Bay is a shock. It's real Mexico, which means it's poor and dusty, the homes are very modest, the dilapidated fish cannery sits idle, and every couple of feet there's a big enough health hazard to make a personal injury lawyer salivate. But the residents seem happy, and the town sits on the edge of a 5 by 7-mile bay that's home to a number of seals and dolphins. From the broad anchorage, there are spectacular ocean and desert vistas. Were it in the United States, it would be surrounded by gated communities full of



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opulent mansions.

Ha-Ha arrivals got friendly greetings from the naturally reserved local adults. It was a different story with the kids, however, for the arrival of the Ha-Ha fleet at this remote village — it's four hours on a washboard dirt road to the first paved road — is one of their most anticipated events of the year. They laughed, shouted, jumped up and down, and eagerly offered to 'guard' dinghies for small sums of money.

In some cases, the kids have grown up with the Ha-Ha. For example, when we first met Hector and Martin, they were charming little five-year-olds. Now they are 14, and they greeted us from an outboard-powered *panga*, eager to earn some money from the fleet. We loaned them a handheld VHF so boats could call them, and they immediately began taking garbage, ferrying people to shore for \$1 per person, delivering water and ice, and running other errands.

Some of the Ha-Ha boats arrived on Halloween, which got the candy-loving kids really excited — but then the lights went out. The town's generator had run out of fuel. Some suspected that Pat Nolan's motoryacht *Grand Slam*, which had taken on 600 gallons, was the culprit. It turned out to be a more typically

— THE PURSUIT OF SAILING HAPPINESS



Spread; For folks seeking nature and in need of a lot of space, the Ha-Ha was just the ticket. This shot was taken from the hills behind the site of the Turtle Bay Beach party. Insets, from left; Some of the young and restless kids. The pilot whales were neat — but that breath! Banjo Andy, the Assistant Poobah, gives Ernesto a little chin music.

Mexican problem. Somebody had let the generator run out of fuel, so they no longer had electricity to pump fuel into the generator's tank. A fuel truck arrived the next morning, however, and there was electricity and fuel for all.

For some, Turtle Bay was also a cultural shock. "I control half of the finances on our boat and all of the sex," one woman pretended to fume, "but Ernesto says he'll only sell fuel to my husband!" The lovable bad boy Ernesto is a Turtle Bay institution who semi-reliably delivers fuel to boats at anchor.

Sometimes Ernesto's punctuality is affected by his love of *cerveza*. "We gave him our last Molson Ale," reports Francis Plouffe of the Catalina 36 *Freedom*. "He poured it down his throat without a single swallow — and offered to trade six Pacificos for each Molson. But we were out." The *Freedom* crew said they'd been warned about how wild Ernesto can be — but they really liked him. They noticed, for example, that after he'd given a nearby boat all the fuel the skipper had paid for, Ernesto gave him what was left over for free.

With each passing year, more Turtle Bay entrepreneurs get into the act. In the early years, only Javier's Vera Cruz restaurant at the top of the hill seemed interested in making money. Then Rogelio and Elena's Playa Deposito, on the beach near the pier, started to attract some customers. This year, Ha-Ha folks could choose between these places as well as Maria's overlooking the bay, the Morocco on one of the side streets, and the Turtle Bay YC — which had only opened the night before the fleet arrived. That the Yacht Club — actually just some tables under a roof on the bluff operated by Carlos, Mercedes and Sabrina — opened at all was due to the efforts of Pete Caras, the only other Poobah in Ha-Ha history. Now a resident of Southern California, he and his wife Tracy had driven down to help the owners install a water heater and to socialize with

Turtle Bay friends.

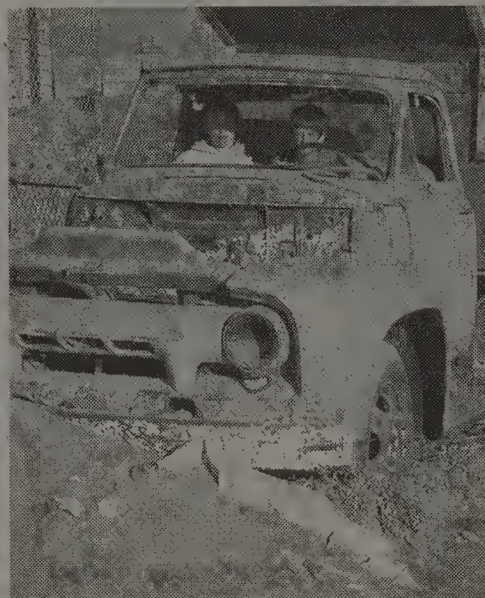
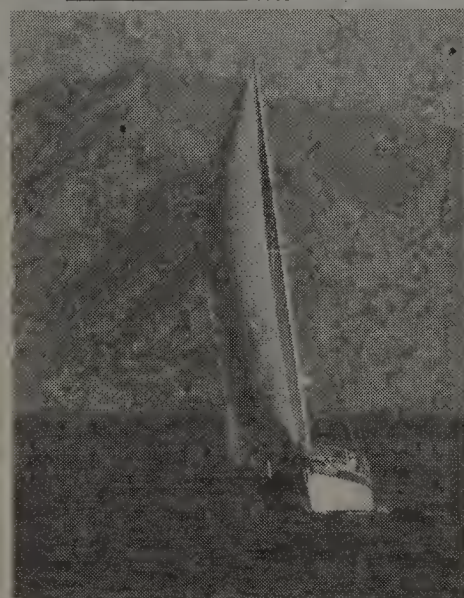
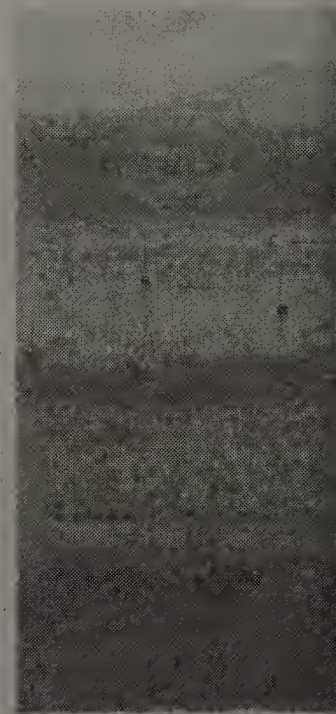
On the first two nights, most of the Ha-Ha'ers eventually found their way up to the Vera Cruz to have a few beers, tell war stories, play music, then hit the little disco dance floor that was built with Ha-Ha profits. Given the light winds of this year's first leg, however, there were very few war stories to share. The Lancer 30 *Geronimo* had broken her rudder shaft early on, and a trawler had towed her to Cabo Colnett. The skipper planned on

As petite and lovely as all the Ha-Ha women were, they pulled a mean rope in the tug-a-war competition. Everyone finished in the sand.



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BAJA HA-HA IX



taking the rudder back to Ensenada for repairs. That and a couple of torn spinners were about it — unless you consider the Mac 65 *Vivace* almost turning back because of engine vibration a war story. It was just a bad injector, and changing the rpms eliminated the prob-

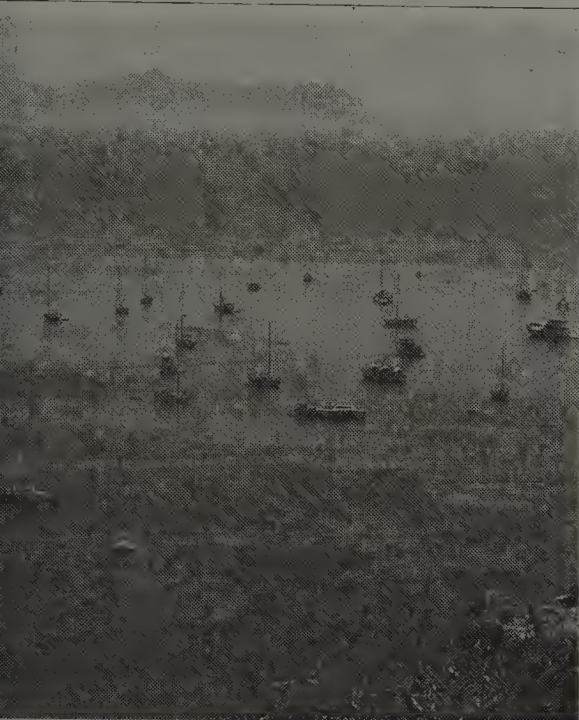
lem.

The official Ha-Ha event at Turtle Bay is the Beach Party, which is held at the head of a nearly virgin semi-circular beach that goes on for five or six miles on the southeast part of the bay. It's backed by soft dirt hills, and off to the

east are the badlands of Baja. From the beach, there's not a structure to be seen. If anyone was into the full nature experience, they couldn't help but love the site.

A community delegation from Turtle Bay was kind enough to set up tents,

— THE PURSUIT OF SAILING HAPPINESS



Clockwise, from lower left: Ric and Kate from London enjoy an evening dip in the warm waters of the Cape. The Westsail 32 Capt. George Thomas leaving Bahia Santa Maria. Mike and Kim of 'Pacific Jade', the fleet's honeymooners. Big fish were flying onto the lures. Bahia Santa Maria's tranquil anchorage. Chris and Chris Van Dyke, high above Bahia Santa Maria. Susan Fliedler and Paul Eichen were among the 'soul sailors'. Justin of 'Jenny Wren' was in a big hurt after the ray got him. Skipper Ann Fraser of England, feeling young because she's living young. David Howell's 'Freebird', a beautiful and fast cat on the second leg. Middle row. Ha-Ha klds take a ride in the dustmobile. Aerial view of the T.B. beach party. Scot Hufford aboard 'Pure Chance' plays the sheets.

sell cold beer, and provide music for the festivities. The beach party went on all afternoon, with a surprisingly bountiful potluck — thanks in large part to fishermen such as Dale Head from Magic, who donated many pounds of freshly caught fish. There were volleyball games until

BAJA HA-HA IX



Robin Stout of 'Mermaid' and Pat Sterrett of 'Sonsie' won the Melted Mike awards for relaying countless positions during roll call.

dark and beach games such as tug of war, water balloon catching and beer chugging. Others hiked up the hills and along the beach, and played in the surf. Most of all, it was a chance for everyone to begin building friendships and comparing cruising plans. Fortunately, the surf was small, so not a single dinghy got dumped.

Before the party was over, the community delegation had sold almost 1,000 beers at \$2 — slightly higher than the normal price — to help fill community coffers. One cruiser grouched that the Poobah, using the massive buying power of the Ha-Ha fleet, could have beat them down in price. Given that the locals provided the BBQs, music, and graciously allowed the Ha-Ha to use their beach, pier, and other facilities, the Poobah believes \$2 is a fair price. Besides, he's thrilled if the little community was able to make a small profit.

Once again, everyone drank responsibly in Turtle Bay. Except maybe one.

Former sub commander Gene Crabb is surrounded by his crew of ex-Navy skippers and their support group on the beach at Cabo.



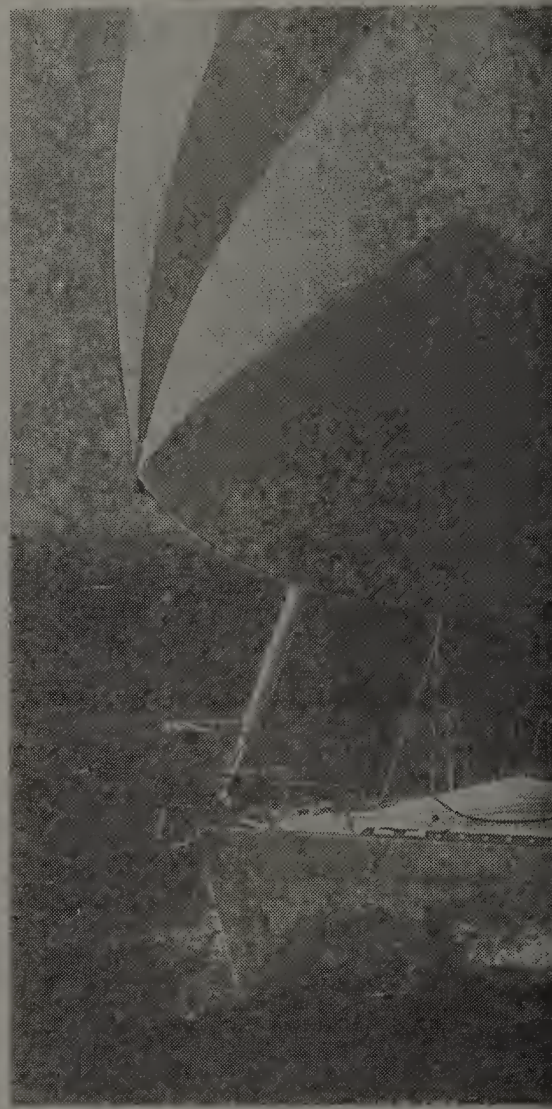
In a case of poetic justice, Ernesto, of all people, complained that a pleasantly intoxicated Ha-Ha participant woke him up at 4 a.m. wanting a ride out to a boat.

Having done the Ha-Ha so many times, the Poobah has become familiar with the characteristics of each leg. He knew that the second leg tends to have the most consistently good wind — but that it usually doesn't come up until the middle of the afternoon. So rather than having the fleet flop around for four hours, the Poobah instituted a 'rolling start' from Turtle Bay, meaning that every boat could motor toward Bahia Santa Maria at five knots without it counting against them. Even skippers whose boats had big engines showed restraint. As soon as a breeze filled in, the engines were shut down and more than 100 colorful spinnakers and gennakers blossomed in the scattering group off the remote Baja coast. It was quite a sight.

By the middle of the afternoon, it was blowing 15 knots on a nearly pancake-flat sea, and there was bright sunshine against the blue sky. These were the Ha-Ha conditions that everyone had dreamed about. By sundown, a couple of boats reported wind in the low 20s — although most never saw more than 18 — and were going to smaller spinnakers or dousing them altogether for the night.

In order to preserve the crew's mental health, the radio aboard *Profligate* was normally turned off except during the morning roll call. Just after 6 p.m., however, we happened to flip on the VHF to hear several boats anxiously report having seen a green flare that turned white. In short order, several other boats — and one of the *Profligate* crew — confirmed seeing the same thing. A boat in distress?

After getting the positions of all the reporting boats and discovering that they were as much as 50 miles apart, it became clear that it had been a shooting star rather than a flare. To soothe everyone's concerns, the Poobah used a Globalstar satellite phone — on loan from one of the event's sponsors — to discuss the matter with the Coast Guard in San Diego and later in Alameda. About 30 minutes later, *Sao Pan* came on to say that they'd seen the same bright bright light also, and that it was absolutely, positively a shooting star. On subse-

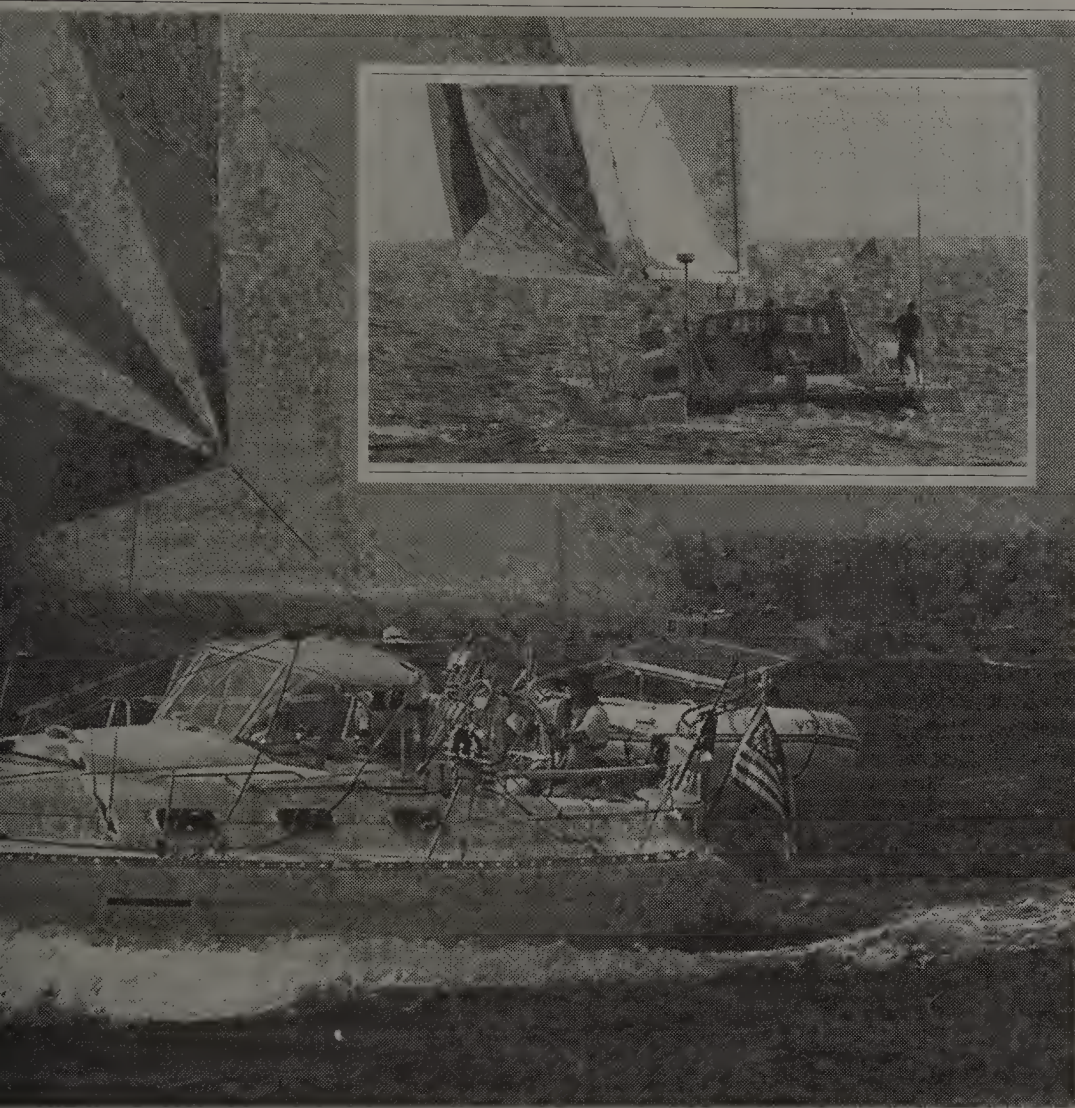


quent nights, several other brilliant green to white shooting stars were seen.

The wind often builds during the night off this stretch of the Baja coast, but this time it backed off. Nonetheless, there was always at least about eight knots, enough to keep the sails filled and the boats moving. By the second afternoon of this leg, it was again blowing a pleasant 15 knots with a few higher gusts, although the seas were still small. *Profligate* hit the low teens frequently, but there wasn't quite enough wind or waves to get over that. As such, she was outdone by David Howell's 42-ft catamaran *Freebird* — which he'd just launched after seven years of meticulous construction. *Freebird* hit 16.8 coming down a wave. To our knowledge, these were the fastest speeds of the trip — although we didn't get a report from *Humu Humu*.

The leg's best performance, however, might have been turned in by Chris and Christine Van Dyke's Valiant 40 *Spirit Wind*. With Orange Coast College skipper Sheri Crowe driving deep and fast down the rhumbline for most of the 240-mile leg, the moderate displacement monohull finished only a short time behind the bigger cats. Only the ignorant do not recognize that women can be ter-

— THE PURSUIT OF SAILING HAPPINESS



The best wind was during the second leg, during which time 'Vita é Bella' (spread) and 'What's Up Doc' (inset) made great progress.

rific drivers.

Once again, it was a leg relatively devoid of war stories. Although nobody is really sure, it might have been on this leg that Kevin Donahoe and crew on the Kelly-Peterson 46 *Citation* managed to misplace a day. Thanks to human error temporarily incapacitating the engine, they had left Turtle Bay a day late. One thing led to another, and a couple of days later they were making a mad dash to Cabo so some of the crew could catch their flights. It wasn't until they hit the docks, however, that they realized they were a day early. Thanks to a collective brain fade, they'd skipped an entire day along the way.

It was also on the second leg that there was a particularly heartbreaking fatality. As Michael and Sylvia Fitzgerald were leaving San Diego aboard the Mapleleaf 48 *Sabbatical*, a tired bird landed on their boat. Rather than try to leave during the next few days, the bird seemed to want to nest. This was fine with Michael and Sylvia, who adopted the bird. But in a unfortunate accident one night, Sylvia came up the companion-

way into the cockpit — and accidentally stepped on her feathered friend, crushing it. It was almost as bad as the Marine Mammal Center nursing those seals back to health and then releasing them almost directly into the mouths of great white sharks out by the Farallones.

That wasn't the only unusual onboard animal incident. Marianne Brown of the Tayana 37 *MR Destiny* was about to sit down on the throne to conduct some business when she thought she spotted something in the bowl. Not something brown and tubular, but something with tentacles. A closer look revealed that an octopus had managed to crawl into a thru-hull, then inside of the pump mechanism and up into the bowl. That would be enough to give you constipation.

A crew that wishes to remain anonymous reports that a week before leaving San Diego their boat had contracted a mouse. A week into the Ha-Ha, the mouse was

still aboard and driving them crazy. Having had to hurry to make the Ha-Ha start, they'd only managed to grab "one crappy mousetrap," and now it had broken. They wanted to get onto the net to ask for spare parts for the trap, but were too embarrassed. We don't know the resolution to the story, but we do know that the mouse refused to eat anything but French bread from Grace's Bakery — at least until it was all gone.

When the fleet was polled at the end of the Ha-Ha, Bahia Santa Maria was overwhelmingly voted to be the favorite spot. It's easy to understand why, because it has a beautiful bay teeming with bird and sea life, and from the summits of the rugged but climbable peaks, one can see the islands to the south, Mag Bay to the east, the Baja coast to the north, and the blue Pacific to the west. Spectacular. Best of all, except for a couple of minor exceptions, it's how it was before the arrival of man.

The Poobah always gets a little jumpy at Bahia Santa Maria, because it was here a few years ago that one of the Ha-Ha participants died of a massive heart attack — despite getting immediate care from emergency room doctors and nurses who were part of the fleet. Although it's only about a 45-minute climb to the top of the peaks, it was very hot and dry, so climbers needed to stop frequently to catch their breath and to rehydrate. Everything looked fine until we came to a little plateau and — oh no, a woman had passed out. Fortunately, 'Dr. Rich' was along and was able to take charge. Even more fortunately, the woman hadn't suffered a heart attack. After a long rest in the care of three other

When the wind is light, it's perfect weather for barbecuing the mahi and wahoo. Mmmm. We can smell it from here.



BAJA HA-HA IX

hikers, she was taken down the hill and out to her boat where she recovered.

A short time later, there was the strange sight of a young man intensely hopping on one foot for about 100 feet. It looked humorous — until he suddenly was flat on his stomach, pounding the sand, obviously in extreme pain. This was Justin, a surfer in his early 20s, who had been hopping because he'd been stung by a baby ray in the shallows. Doctors were quickly on the scene, and calls went out for white vinegar and boiling hot water. While people scurried to get those things, folks in the immediate area were asked if they'd be willing to provide some urine to put on the wound.

"I will," volunteered Colin Pallemarts of the Beneteau 36s7 *Vita e Bella*, "but I've got to warn you that it's probably 90% Corona." Despite the presence of others in the area, he was able to perform, filling a cup that was set down next to the writhing Justin. Just then the Poobah ran up. Focusing intently on the boiling pot of water in his hand, he didn't see the cup — and kicked the precious

liquid over into the sand! Fortunately, Justin seemed to be in too much pain to notice. He put his heel into the water, which was so hot it blistered his skin. Nonetheless, some of the time even that felt better than the sting. Women, supposedly empathic to those in pain, were surprisingly stoic. "That's nothing compared to childbirth," said one, waving her hand dismissively. As is the case with ray stings, Justin wasn't in nearly so much pain a couple of hours later.

Bahia Santa Maria is always the mystery stop of the Ha-Ha, because nobody ever knows if an entrepreneur named Kojak is going to show up with his portable restaurant, rock 'n' roll band and tents, as he's done for the past two years. This time he didn't show, however, and Cosme, the head of an octet of people who live on the bluff, said that our man Kojak hadn't been around in six months. So the Poobah asked Cosme if there was any chance he and his friends might be able to cook some fish for about 350. Cosme said no, they didn't have fish. Would lobster be all right?

After a few minutes of consultation, Cosme and crew, despite being in one of the most remote parts of Baja, promised they'd be able to come up with 1,000 cold beers, and would prepare 350 lobster dinners, with beans, salad, and tortillas — starting in just four hours. God knows how they pulled it off, but they did. Folks did have to wait in line for a long time, but it was worth it. The lobster and sunlight ran out before the last 20 or so people could be served, but they were very good natured about it. "We had a wonderful time meeting people while in line, and the view is spectacular."

Since nobody ever wants to spend two nights at sea on the final 175-mile leg to Cabo, there was an 0600 start time, which was before the sun had come up. It's worth getting up that early just to enjoy the light show, as there are fabulous shades of yellow, orange, purple and blue — and that's just the 'pre-show' before the sun comes up. Despite being nearly on the Tropic of Cancer, Bahia Santa Maria sometimes gets fog. There had been some the morning before, both

2002 Ha-Ha IX Finishers

Timekeeper's Note: There was a tie for first in one division, but more amazingly, there were ties for third in every division!

'AGAVE' Division

1) <i>Tramonto</i>	Haiberg-Rassy 31	Jeff Blyth & Marc Emmons	Bellevue, WA
2) <i>Waterdragon</i>	Islander 34	Graham Ashlock & Taryn Etti	Berkeley, CA
3+) <i>Kolo</i>	Kettenburg 32	Kevin & Kathleen Brown	San Diego, CA
3) <i>Alaya</i>	Westall 32	Vince Moore & Jan Dahl	Oak Harbor, WA
3) <i>Brisa</i>	Ranger 29	Ethan Ackerman	Ventura, CA
3) <i>Capt Geo Thomas</i>	C&C 39	Bill Thomas	Stockton, CA
3) <i>Katie Rose</i>	Cape Dory 330	Robert & Judith Zemore	Bellingham, WA
3) <i>La Mouette</i>	Rhodes Traveller 32	Donald Cass & Donna Gaus	San Francisco, CA
3) <i>Larissa Kay</i>	Coronado 34	Dean Nash	Oxnard, CA
3) <i>Morning Star</i>	Valiant 32	Elaine Roche	San Francisco, CA
3) <i>Q</i>	Willard 30	Daryl Yeakle	San Francisco, CA

'BURRITO' Division

1) <i>Journey</i>	Beneteau Evasion 37	Ed Lord & Kathy Babcock	Redwood City, CA
2) <i>Boadicea</i>	J/35	Ray & Eileen Huggins	Mercer Island, WA
3+) <i>Vita e Bella</i>	Beneteau First 36s7	Colin Pallemarts	Seattle, WA
3) <i>Apsara</i>	Tartan 3700	Rae Lyn Burke & Regis Kelly	Sausalito, CA
3) <i>Freedom</i>	Catalina 36	F. Murphy & R. Plourie	San Francisco, CA
3) <i>La Vie</i>	C&C 35	Jim Bewley	Richmond, CA
3) <i>Mudshark</i>	Express 37	D. Fullerton & B. Thompson	San Francisco, CA
3) <i>Starthrower</i>	Wauquiez 35	T. Steve Everist	Sioux Falls, SD
3) <i>Toothpick</i>	Pearson 36	Jim & Ellen Nordstrom	Auburn, CA

'CEVECHE' Division

1) <i>Mitsou</i>	Swallowcraft 36	Gilbert & Sandra Pitt	Half Moon Bay, CA
2) <i>Shamaness</i>	Chung Hwa 36	The Clifton Family	Novato, CA
3) <i>Gollywobbler II</i>	Rustler 36	Ann Fraser	Surrey, UK
3) <i>Mag Meli</i>	Endeavour 37	Ed & Melissa Phillips	Eugene, OR
3) <i>M.R. Destiny</i>	Tayana 37	Richard & Marianne Brown	San Diego, CA
3) <i>Pure Chance</i>	Brewer 37 Cutter	Scot T. Hufford	Hoho Cucamonga, CA
3) <i>Quetzal</i>	Cabo Rico 38	Thomas & Martha Taylor	Little River, CA
3) <i>Spirit Healer</i>	Crealock 37	Sherman & Leslie Martin	Seattle, CA
3) <i>Tumbleweed</i>	Ingrid 38	Chuck & Linda Allen	St. Augustine, FL

'DESPERADO' Division

1) <i>Caballo del Mar</i>	Ericson 38	Don Aarvold	Newport Beach, CA
1) <i>Compañera</i>	Tartan 38	Susan Flieder & Paul Eichen	Cardiff, CA
2) <i>Shillelagh</i>	C&C 39	Chris Connors	Sonoma, CA
3) <i>Boomerang</i>	Cal 39	Franco Fiamengo	San Pedro, CA
3) <i>Haleakala</i>	Catalina 390	Mike Kohl	Newport Beach, CA
3) <i>Layla</i>	Cal 39	Mark Eason	Roseburg, OR
3) <i>Sea Fox</i>	Beneteau 38	Robert & Sue Calkins	Orosi, CA
3) <i>Vanadis</i>	Wasa 38	Terry & Susan Anderson	Tacoma, WA

'ENCHILADA' Division

1) <i>Limerick II</i>	Bristol 40	John & Hayley Marcus	Sausalito
2) <i>Dunamis</i>	Challenger 40	Dick & Dotti Oisen	Tucson, AZ
3) <i>Frances V.</i>	Pearson 390	Bette Vallega & Ron Krelle	Min Ranch, CA
3) <i>Kokomo</i>	Caliber 40	Bob & Jane Haggett	Kirkland, WA
3) <i>Pacific Jade</i>	Hardin 40	Mike Clark & Kim Eko	Ventura, CA
3) <i>Sonsie</i>	Southern Cross 39	Douglas & Pat Steretti	Eugene, OR
3) <i>Spirit of Joy</i>	Crealock 40	Cecil Newsome	Dana Point, CA

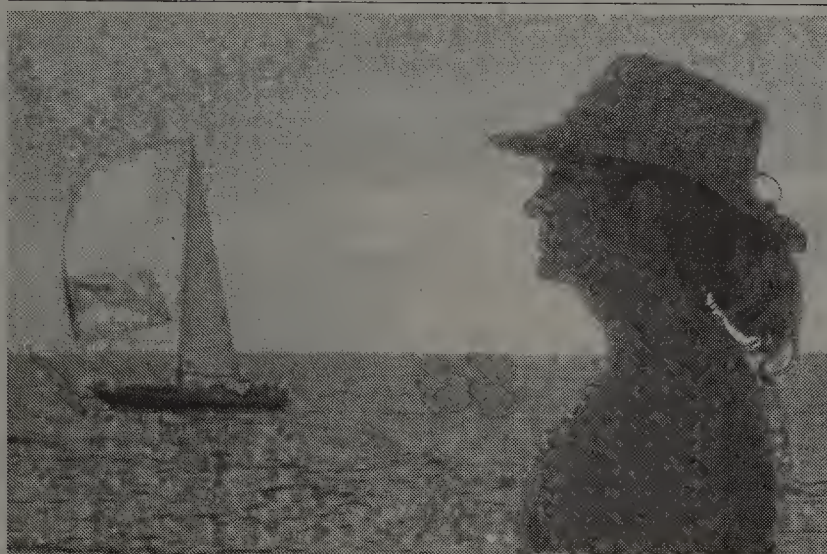
'FRIJOLE' Division

1) <i>Spirit Wind</i>	Valiant 40	Chris & Christine Van Dyke	Ventura, CA
2) <i>Tout Suite</i>	Beneteau First 40.7	Tim & Laurie Merrill	Vallejo, CA
3+) <i>Glory</i>	Catalina 42 MKII	Rob Cline	Benicia, CA
3+) <i>Shadowfax</i>	Passport 40	Larry Drury	Bountiful, UT
3) <i>Bingo Again!</i>	Catalina 42	Bill 'Bear' Myers	Long Beach, CA
3) <i>Free Spirit</i>	Jeanneau 40	The Richards Family	Sutter Creek, CA
3) <i>Jenny Wren</i>	Valiant 42	Merrill & Lee Newman	Santa Cruz, CA
3) <i>Liberty Call</i>	Catalina 400	Gena Crabb	Phoenix, AZ
3) <i>Mariposa</i>	Valiant 40	Richard DeLateur	San Francisco, CA
3) <i>Rubicon</i>	Beneteau 411	Mike Bailey	San Mateo, CA
3) <i>Whisper</i>	Haiberg-Rassy 42	Robin & Duncan Owen	Alameda, CA

'GUACAMOLE' Division

1) <i>Bronco</i>	Morgan Of 41	Nels Torterson	Alameda, CA
2) <i>Ladara Star</i>	Roberts 392	Larry & Danice Rauh	Pleasant Hill, OR
3) <i>Alma</i>	Pearson 424	Mark Brewer	Glen Ellen, CA

— THE PURSUIT OF SAILING HAPPINESS



The sundown sailing of the final leg couldn't have been more exquisite. Chris Connors' C&C 39 'Shillelagh' is the boat in the background.

bonded, and there was a last-night-at-sea feeling. The spectacular afternoon was highlighted by the longest and most distinct green flash that any of us had seen — in fact, it wasn't a flash, but lasted five seconds. After nightfall, it was still relatively warm out and there was better wind. For the sensualist, the sweet

last leg of the Ha-Ha is always been a special treat.

For Nels Torberson and the crew aboard his Morgan Out-Island 41 *Bronco*, however, the last leg will be memorable because their steering became progressively more uncontrollable with a chute up and 20+ knots of wind. *Bronco* rounded down, then rounded up, causing her pole to slam against the forestay and bend at a 90° angle. Aboard *Sumatra* there were happier

memories. Having run out of beer, they were pleased to find themselves within shouting distance of Chris Connors' C&C 39 *Shillelagh* — which still had a keg of Sierra Nevada aboard. A boat-to-boat beer pass was executed flawlessly.

On the second day out, many boats rounded Cabo Falso — with its distinctive sand dunes and both new and

3) <i>Kindred Spirit</i>	Tayana 42	Mike & Katya Garrow	Sausalito, CA
3) <i>Osita de Mares</i>	Yorktown 41	Joe Engoglia	Laguna Niquel, CA
3) <i>Two Can Play</i>	Eandeaour 43	Dennis & Susan Ross	Portland, Or

'HUEVOS RANCHEROS' Division

1) <i>Sisiutl</i>	Gulfstar 44	Bob & Laurie Bechler	Kent, WA
2) <i>Bravado</i>	Elliot 46	The Breed Family	Dublin, CA
3) <i>Citation</i>	Kelly Peterson 44	Kevin & Betty Donohoe	White Rock, BC
3) <i>Dragon's Lair</i>	Peterson 44	Bill Kutlesa & Gayle Summers	San Diego, CA
3) <i>Lorelei II</i>	Hunter 460	Kenneth & Margaret Sells	Long Beach, CA
3) <i>Mykonos</i>	Swan 44 MKII	Myron & Marina Eisenzimmer	San Francisco

'JALAPENO' Division

1) <i>Mermaid</i>	Aloutian 51	Mike & Robin Stout	Burbank, CA
2+) <i>Tamara Lae Ann</i>	Celestial 48	Doug & Tamara Thorne	San Francisco, CA
2) <i>Raven</i>	Nauticat 52	John & Heidi Bollinger	Madison, WI
3) <i>Carolyn Kay</i>	Hardin 44	Mort & Carolyn Meiers	S. Lake Tahoe, CA
3) <i>Fiddler's Green</i>	Celestial 48	Sue Fox & J.T. Meade	Northridge, CA
3) <i>Impulsive</i>	Wellington 47	Chuck Havens	Eureka, CA
3) <i>Pura Vida</i>	Explorer 45	Donna Wilson & Kermit Black	Aptos, CA
3) <i>Sabbatical</i>	Mapleleaf 48	M. Fitzgerald & S. Fox	San Francisco, CA
3) <i>Sweet Pea</i>	Formosa 44	Bud & Penny Clark	Phoenix, AZ

'KILO' Division

1) <i>Darling</i>	Oyster 485	John Furth	Santa Rosa, CA
2) <i>Warren Peace</i>	Passport 47	John Warren	Alameda, CA
3) <i>Abracadabra</i>	Swan 47	Philip Strauss & Family	Oxnard, CA
3) <i>Magic</i>	Gulfstar 50	Dale Head & Jane Shallcross	San Francisco, CA
3) <i>Sofia II</i>	Beneteau 47.7	D. Whiteside & S. Kiviharju	Sausalito, CA

'LANGOSTINA' Division

1) <i>Sumatra</i>	Trintella 53	Jerry Morgan	San Francisco, CA
2) <i>Taurus</i>	Hunter 54	Ron Rowley	Salt Lake City, UT
3+) <i>Evolution</i>	Paine 20 meter	The Gross Family	Ellin Cove, AK
3) <i>Atalanta</i>	Farr 53	Ray & Janet Lotto	San Francisco, CA
3) <i>Impulse</i>	SC 52	Bob & Bonnie Fraik	Tiburon, CA
3) <i>Intrelude</i>	Deerfoot 74	Kurt & Katie Braun	Alameda, CA
3) <i>Pao-San</i>	Amel 53	James Derrhl	Grand Prairie, TX
3) <i>Tavana</i>	Lapworth 53	Greg & Susan Reaume	Long Beach, CA
3) <i>Vivace</i>	MacGregor 65f	Ron Milton & Kathleen Buyers	Napa, CA

'MARGARITA' Division

1) <i>Freebird</i>	Custom 42 cat	David Howell & Judy Hayden	Camano Is., WA
2) <i>Gato Loco</i>	Seawind 1000 cat	Lowell McCulley	Phoenix, AZ
3) <i>Barefoot</i>	Cross 38 tri	Jeff Kirby	Costa Mesa, CA
3) <i>Humuhumu</i>	Choy/Morrelli 70	Dave Crowe	San José, CA
3) <i>Island Sonata</i>	Lagoon 38 cat	John & M.J. Shearon	San Diego, CA
3) <i>Klanaki</i>	Cross 36 tri	Klaus Brien & Cary Vaughn	Rio Vista, CA
3) <i>New Focus</i>	Catana 431 cat	Paul Biery	Livermore, CA
3) <i>Profligate</i>	Surfin' 63 cat	Grand Poobah	Tiburon
3) <i>Seawings</i>	40-ft tri	Howard & Diana Jones	Ventura, CA
3) <i>Wavy</i>	K Hughes 40 cat	Michael Wright	Pt. San Pedro, CA
3) <i>What's Up Doc</i>	Crowther 48 cat	Keith MacKenzie	Coquitlam, BC

'NO COMPRENDE' Division (powerboats)

2) <i>Adventurous</i>	California 42 trawler	Robert & Lesley Boyce	San Rafael, CA
2) <i>Carpe Diem</i>	Davis 41 trawler	J. Johnson & T. McMillin	Ventura, CA
2) <i>Grand Slam</i>	Pacemaker 48	Pat Nolan	Alameda, CA
2) <i>Redhead</i>	Grand Banks 42 trawler	Skip & Maureen Gorman	Indian Wells, CA
2) <i>Sara Anne II</i>	Liton trawler 41	Don & Helen Mitchell	Sunnyvale, CA
2) <i>Sobre El Mar</i>	Delever 55 trawler	The Schachter Family	Long Beach, CA
2) <i>T-BAAC</i>	Krogen 36 trawler	R. Kilmer & A. Germain	Sacramento, CA

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BAJA HA-HA IX

old lighthouses — to finish, and then rounded the Friars at the outer edge of Cabo San Lucas Bay well before the sun went down. A few found moorings, about 30 got slips in the marina, and the rest anchored out. At times it was a little roly in the anchorage because of fishing boat traffic, but the trade-off was being able to wake up in the morning and throw oneself overboard into clear, 83° water. There was wild dancing at Squid Roe the first night, a big beach party with a bonfire the next afternoon and evening, and the final awards ceremony — with free beer from Corona — on Saturday night. Top 'soul sailor' honors went to Colin Pallemarts' Beneteau 36s7 *Vita é Bella*, Ed Lord & Kathy Babcock's Beneteau 37 *Journey*, and Don Aarvold's Ericson 38 *Caballo del Mar*. Remarkably, none of the entries finished worse than in a tie for third in class.

It's safe to say that everyone who par-



The 'From Here To Eternity' end-of-the-race-kiss in the warm waters of Cabo San Lucas. There's no more powerful aphrodisiac than adventure.

ticipated was transformed. Ten days before in San Diego, they were a little anxious and pale. Having arrived in Cabo, most were much more confident about their boats and sailing abilities, and they were certainly more tan and relaxed. As Ha-Ha's go, this year's was excellent in that there were no major incidents. There could have been more wind on the first and third legs, and a little moonlight wouldn't have hurt either. But it had

been an easy trip for all, hundreds of new friendships had been made, and another group had been introduced to the magic of the Pacific Coast of Baja — other than during a nasty Bash north in the spring.

Next year's Ha-Ha will be the 10th, and Honcho Lauren Spindler

has big plans to make it better than ever. All boats will start on Monday, October 27, giving everyone more time at Turtle Bay and Bahia Santa Maria. Spindler has already arranged for moonlight the entire way, with a full moon for the awards ceremony. She's also working on more consistent wind and good surf — and is almost sure that Cabo will have an additional 120 berths. The dates for the 10th Ha-Ha will be October 26 to November 8. If you're a sailing hedonist, you'll want to mark your calendar.

— latitude 38

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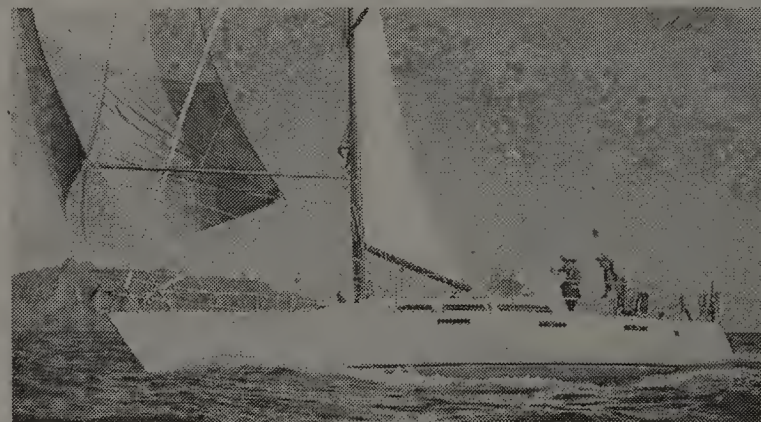
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Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

PHOTO: STEVE CHAMBERLAIN



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LOUIS VUITTON CUP

Chris Dickson is Cinderella?

Who woulda thunk. But Larry Ellison's controversial decision to bring the fiery Kiwi skipper back from exile at the beginning of Round 2 of the Louis Vuitton Cup was apparently — make that *absolutely* — the right one. *Oracle/BMW Racing* hasn't lost a single race since. Dickson may not be the most beloved sailor ever born — he was originally removed from the boat last February because of 'personality clashes' with the crew — but he's certainly one of the best.

Initial reports indicated that Dicko would replace *Oracle* helmsman and co-skipper Peter Holmberg, whose 5-3 record coming out of Round 1 Ellison characterized as, "We were getting great starts and losing." But at later press conferences, Ellison seemed to expand upon the leadership role of Dickson, who you may recall had already spent five years at Ellison's side forging the Farr 78

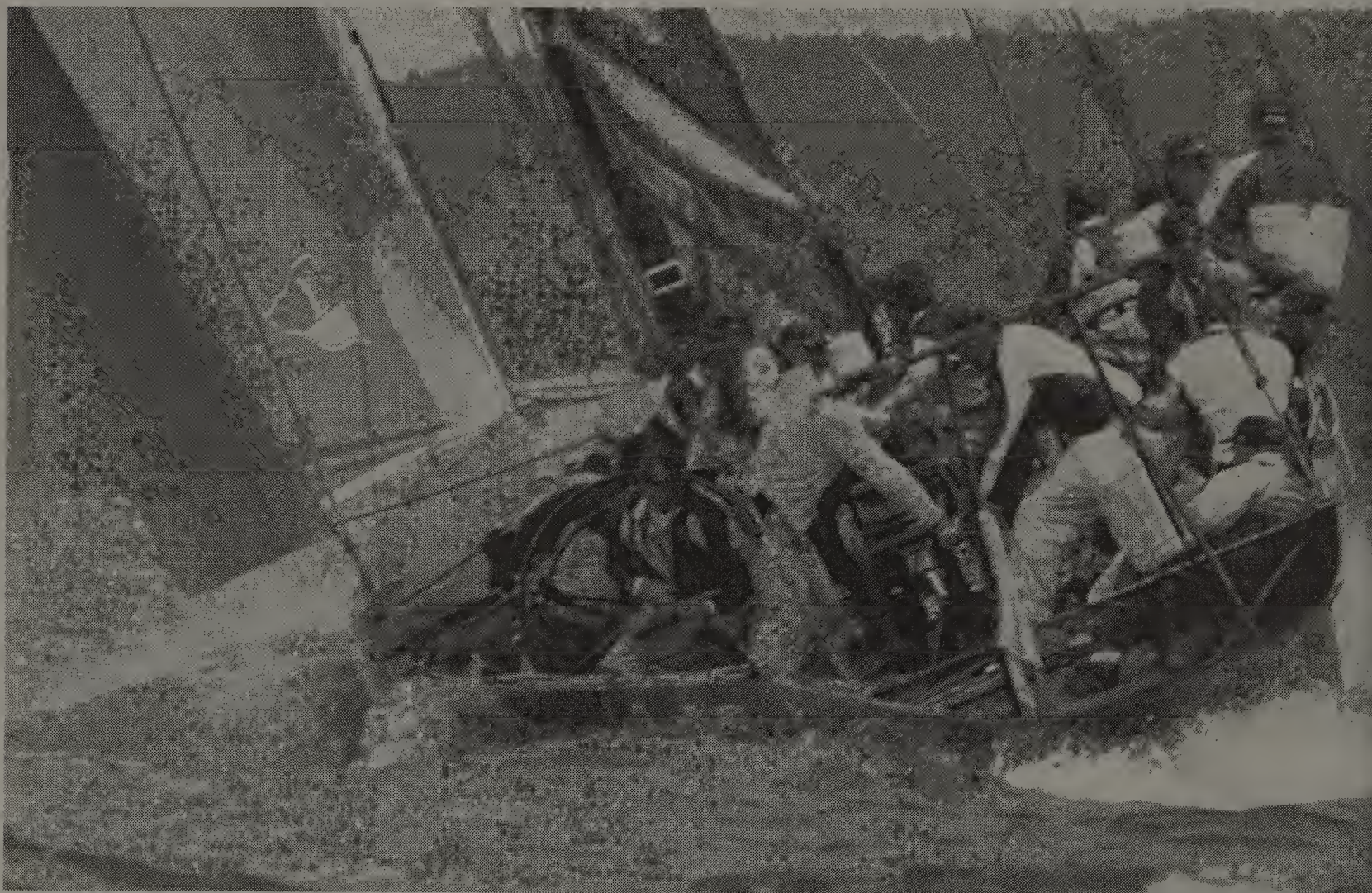
The next day, Dickson told Ellison, "You're off the boat." To his credit, and to his word, Ellison stepped aside. For the moment, at least.

Oracle/BMW Racing, with Peter Holmberg still in the driver's seat, Dickson calling tactics — and Ellison watching from the sidelines — chalked up 12 straight wins, including a double-header on November 3 (Dickson's 41st birthday) that leapfrogged *Oracle* into a tie for second with *OneWorld* at the end of Round 2. That also included a 4-zip dispatching of Seattle's *OneWorld Challenge* in the two syndicates' best-of-seven Quarter Final matchup. At this writing, *Oracle* had gone from fifth in Round 1 to second overall.

— the Challenger Elimination series that has been going on off Auckland since early October. Even with their newfound momentum, *Oracle* faces a major obstacle in topping that series — a black and red juggernaut sailed by Russell Coutts and a crew of Kiwi mercenaries: Switzerland's *Alinghi Challenge*.

Alinghi emerged at the top after Rounds 1 and 2 (where each of the nine syndicates raced each of the others once for one point per win). In fact, with a win sewn up by the seventh race in Round 2, they opted not to complete their final bout, leaving them with a 13-2 overall score. *One World* also won 13 races, but dropped to second after one point was deducted for a rules infringement that occurred before racing began.

The low-points boat after the two



Sayonara into the premier maxi program in the world. To paraphrase Ellison's final comment on the matter, "You can only have one leader out on the water. Win or lose, it's Chris."

Of course, as everyone from the Queen of England on down knows, "there is no second" when it comes to the America's Cup. Or the Louis Vuitton Cup

opening rounds — the hapless 'Latin rascals' on *Mascalzone Latino* with only one win — were excused from further participation in the Louis Vuitton Cup.

That left eight boats. In the 'new world

QUARTER FINALS



Above, Chris Dickson (left) and Larry Ellison of 'Oracle/BMW Racing.' Below, Dickson on 'Oracle' (right) looks over his shoulder at 'OneWorld' during the heat of battle.

left Oracle to face OneWorld.

In the single-chance group, Sweden's Victory Challenge (7-9, 5th place) chose France's Le Defi Areva (2-14, 8th place) as their Quarter Final opponent, leaving Great Britain's GBR Challenge (7-9, 6th place) to square off against Dennis Conner's Stars & Stripes (6-10, 7th place).

The games began one day late (wind delays again) on November 13.

Alinghi (SUI 64) vs. Prada (ITA 74)

Couple of mild surprises in this matchup. The first was that Prada showed surprising speed and tenacity. Though a tick slower upwind, they were faster on the runs than Alinghi, and consistently threatened the Swiss downwind. Were it not for a few mistakes — like the contact and ensuing penalty turn that cost them Race 1 — the Italians might have won one or two of these. As



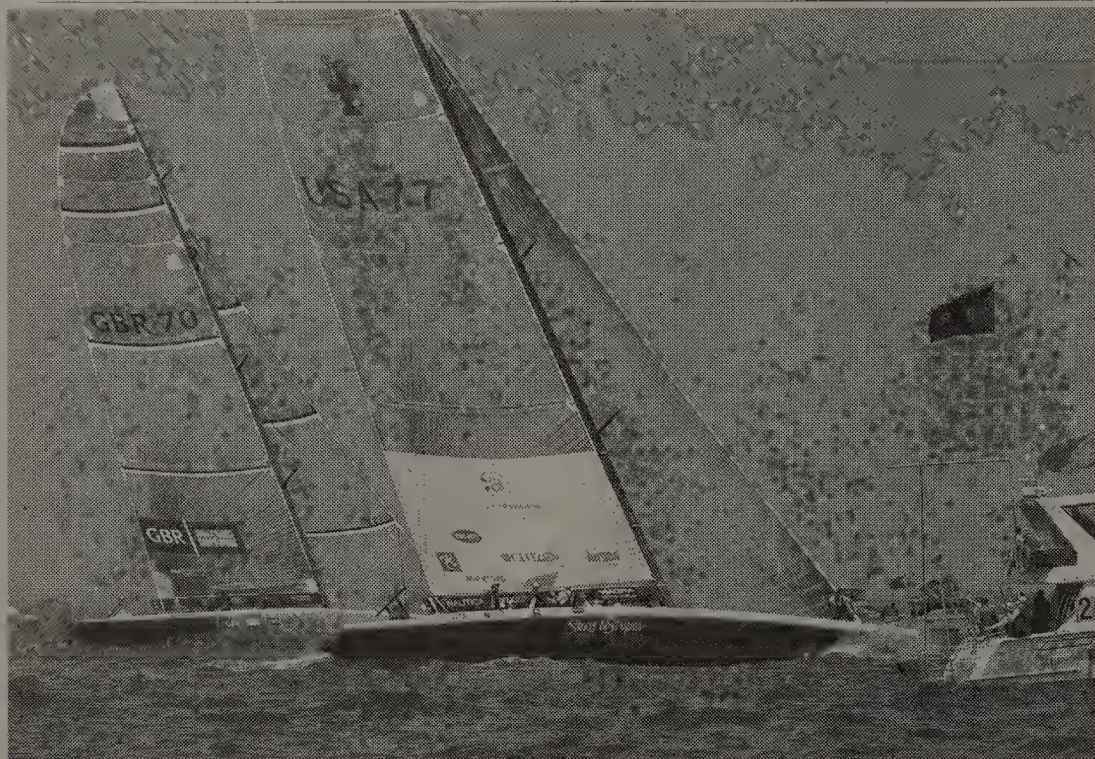
order', they were divided into two groups. The top four boats became the 'double chance' group, and the bottom four, the 'single chance.'

As top scorer, Alinghi got to choose

who they faced in the Quarter Finals. They wisely and logically picked the fourth-place Prada. Nearly unbeatable in 2000, the Italian's 11-5 record this year showed them as thoroughly mortal. That

it was, they lost Races 2 and 3 by 8 seconds apiece, the slimmest delta of the Quarter Finals. Alinghi showed they were capable of mistakes, too, when they ran down their spinnaker at the second lee-

LOUIS VUITTON CUP



ALL PHOTOS BOB GREISER

tory in the Louis Vuitton Cup.

USA 77, you may recall, is the 'Red October' of IACC yachts. Back in July, she sank off Long Beach after her rudder snapped off during practice. Found to have damage to her bow, the boat was shipped to Auckland where a new snout, sent down from the builder, was grafted on. Back sailing for the first time in the Quarter Finals (TDC raced the first two rounds with USA 66), 77 is said to be showing surprising speed. That became evident as the Quarter Finals progressed and she handed *GBR Challenge* defeats of 1:17 and 2:10 in Races 2 and 3. The 'redcoats' rallied back to within 34 seconds at the end of Race 4, but their return to the Cup wars after a 15-year absence ended there. USA 77 and her veteran crew, seemingly more in phase with their boat and conditions with every race, romped to a 1:42 delta in the fifth and

ward mark of Race 3, giving *Prada* the lead. They also showed why they're the team to beat as they regained the lead in the final windward leg to win the race and, as it turns out, the Quarter Final round: *Prada* declared they would not sail the fourth race, choosing to use the extra time between rounds for more elective surgery on *ITA 74*. Winner: *Alinghi Challenge*, 3-0.

Oracle/BMW Racing (USA 76) vs. OneWorld Challenge (USA 65)

In some of the closest and most exciting racing of the Louis Vuitton Cup to date, *Oracle* and *OneWorld* — who had each beaten the other once in the opening rounds — pulled out all the tricks in the 'battle of the Yankee billionaires'. *OneWorld*, with James Spithill driving and Peter Gilmour calling the shots, snagged the lead in the first race only to foul *Oracle* and be fined a penalty turn. They held off until the final windward leg, but couldn't put enough cushion in to retain the lead. Advantage Dickson — one away. In the second meeting, *OneWorld* took a flyer on the second run that paid off as the two yachts came back together almost overlapped. When *Oracle*'s spinnaker pole broke on the final sprint to the finish, *OneWorld* attacked repeatedly from behind, but — in another show of their mettle and momentum — the *Oracle* crew splinted the pole, reset it and nursed their wounded mount across the line 17 seconds ahead of *OneWorld*.

Races 3 and 4 were more of the same



— *OneWorld* showing good speed and savvy decision-making, but being out-classed by Dickson and the unstoppable *Oracle* juggernaut by 19 and 33 seconds, respectively. Winner: *Oracle/BMW*, 4-0.

GBR Challenge (GBR 70) vs. Stars & Stripes (USA 77)

Team Dennis Conner's USA 77, steered by Ken Read, led around all five marks in the first race against Britain's *GBR Challenge*, but was passed on the last run when they executed a penalty turn for a rules infringement made during the prestart. *GBR Challenge*, with Ian Walker driving, won that matchup, which turned out to be the Empire's final vic-

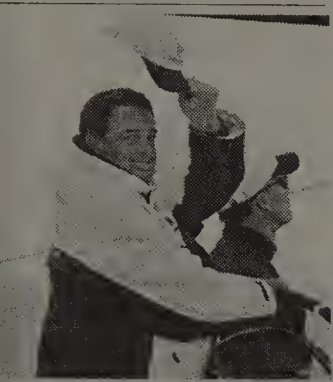
Quarter Final matchups included (top left) 'Stars & Stripes' vs 'GBR Challenge,' (above) 'Victory' and 'Le Defi' and (right) 'Oracle/BMW' against 'OneWorld.'

final race. Winner: *Stars & Stripes*, 4-1.

Victory Challenge (SWE 73) vs. Le Defi Areva (FRA 69)

The hallmark of French participation in America's Cups is unpredictability. In 2000, they went from almost last to a spot in the Quarter Finals by winning seven straight races. The big question of this matchup was whether they could pull another rabbit like that out of the hat. Well, no big rabbits, but one small bunny in the form of a flyer and favor-

QUARTER FINALS

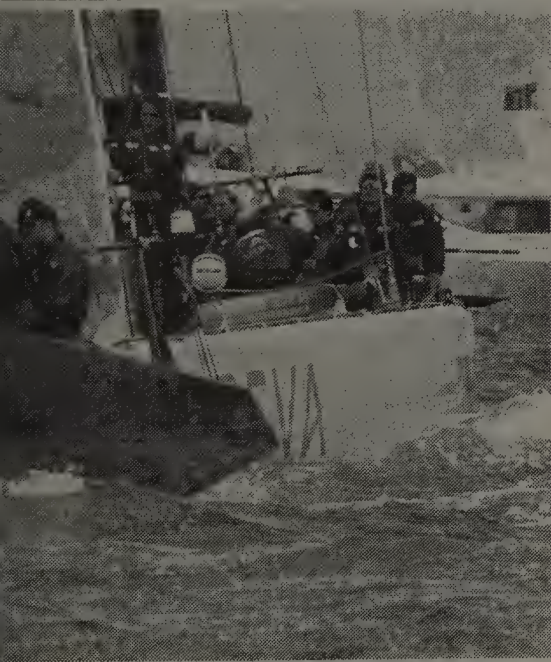


Dennis Conner returned to the helm of 'Stars & Stripes' for a Round 2 win against 'Mascalzone Latino.'

able windshift that allowed them to win Race 4 and delay the inevitable one more day. Otherwise, it was Victory Challenge,

with Jesper Bank alternating steering duties with Magnus Holmberg, all the way. Their final time of 2:34 over *Le Defi* in the fifth race was the largest delta in the Quarter Finals. Winner: Victory Challenge, 4-1.

At the end of the Quarter Finals, with *GBR Challenge* and *Le Defi* packing for home along with *Mascalzone Latino*, there were six syndicates left. Per the new rules, the top two boats, *Alinghi* and



Oracle, got almost three weeks off to fine tune before they face each other in a best-of-seven Semi Finals that should be something so see. It starts December 9.

Meanwhile, we have the new Quarter Final Repechage, which was supposed to start on November 23 but as this issue was put to bed had already suffered two days of weather-related delays. Anyway, here's where that 'double-chance', 'single-chance' business begins to make sense. The losers of the double-chance Quarter Final rounds — *Prada* and *OneWorld* get a, ahem, second chance to advance by matching off against the winners of the single-chance group, *Stars & Stripes* and *Victory Challenge*. As the

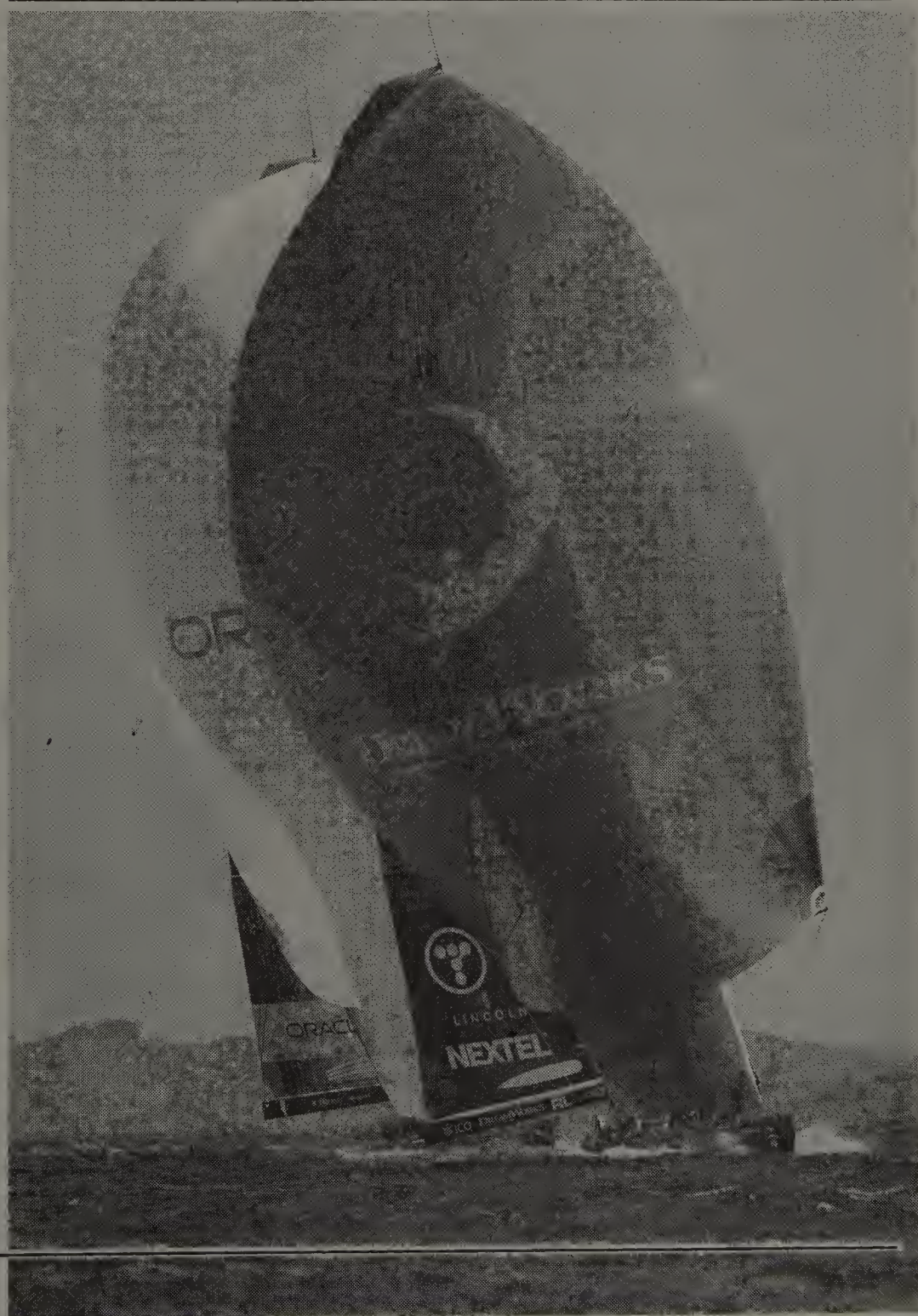
highest-ranking boat, *Prada* got to choose her opponent for this Quarter Final Repechage round. Somewhat inexplicably (at least from this distance), the Italians picked *Stars & Stripes*. That leaves *OneWorld* to race *Victory Challenge*.

The first boat to win four races in each of those two match-ups advances to the Semi Final Round. The losers are eliminated from further competition.

A similar format in the Semis allows the loser of the *Alinghi-Oracle* matchup

one more chance at redemption when they race a repechage round against the winner of the 'single chance' Semis. Which could well mean *Oracle* and *Alinghi* could face each other one more time for the Louis Vuitton Cup final round, a best-of-nine series which determines who faces *Team New Zealand* in the America's Cup races starting in February. But we're getting ahead of ourselves again.

It's getting interesting Down Under. Both TV's Outdoor Life Network and the official Louis Vuitton website at



LOUIS VUITTON CUP



www.lvcup.com are doing a great job at play by play, as are probably a half-dozen other websites. (A particularly good one is the *New Zealand Herald's* site. Go to www.nzherald.co.nz/ and click on 'America's Cup'.) And of course we'll do our best to reprise all the thrills, chills

'Prada' patrone Ernesto Bertelli didn't fire anybody else, but both ITA 74 and ITA 80 went in for more surgery after the Quarter Finals.

and spills of the past month in every issue leading up to the Cup.

For now, we'll leave you with this: putting Chris Dickson in absolute charge

of Oracle's sailing program could be the most significant decision of this America's Cup. Changing helmsman in mid-stream didn't work for Michael Fay in '92 (when Rod Davis was abruptly replaced during the semi-final round), and it didn't work for Bill Koch in '95 when he replaced Leslie Egnot (on the 'girl's boat') with Dave Dellenbaugh. But neither one of those drivers — or their replacements — had the degree of control that has apparently been bestowed upon Dickson, who we remind you is a three-time America's Cup veteran, Whitbread veteran, three-time world match-racing champion, Olympic veteran (Tornados) and two-time maxi-world champion.

Perhaps Dickson himself said it best when he confirmed that Ellison would be back on the boat in the future. "He is a very intelligent guy," said Dickson of his boss. "He is one of the world's most successful businessmen and yacht racing is not all that different from business. It is about decision making."

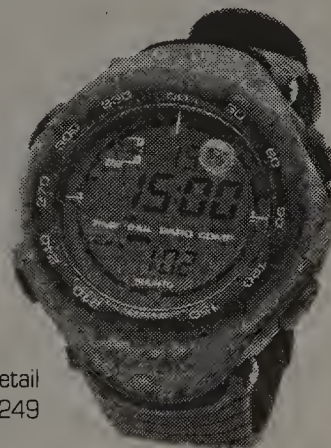
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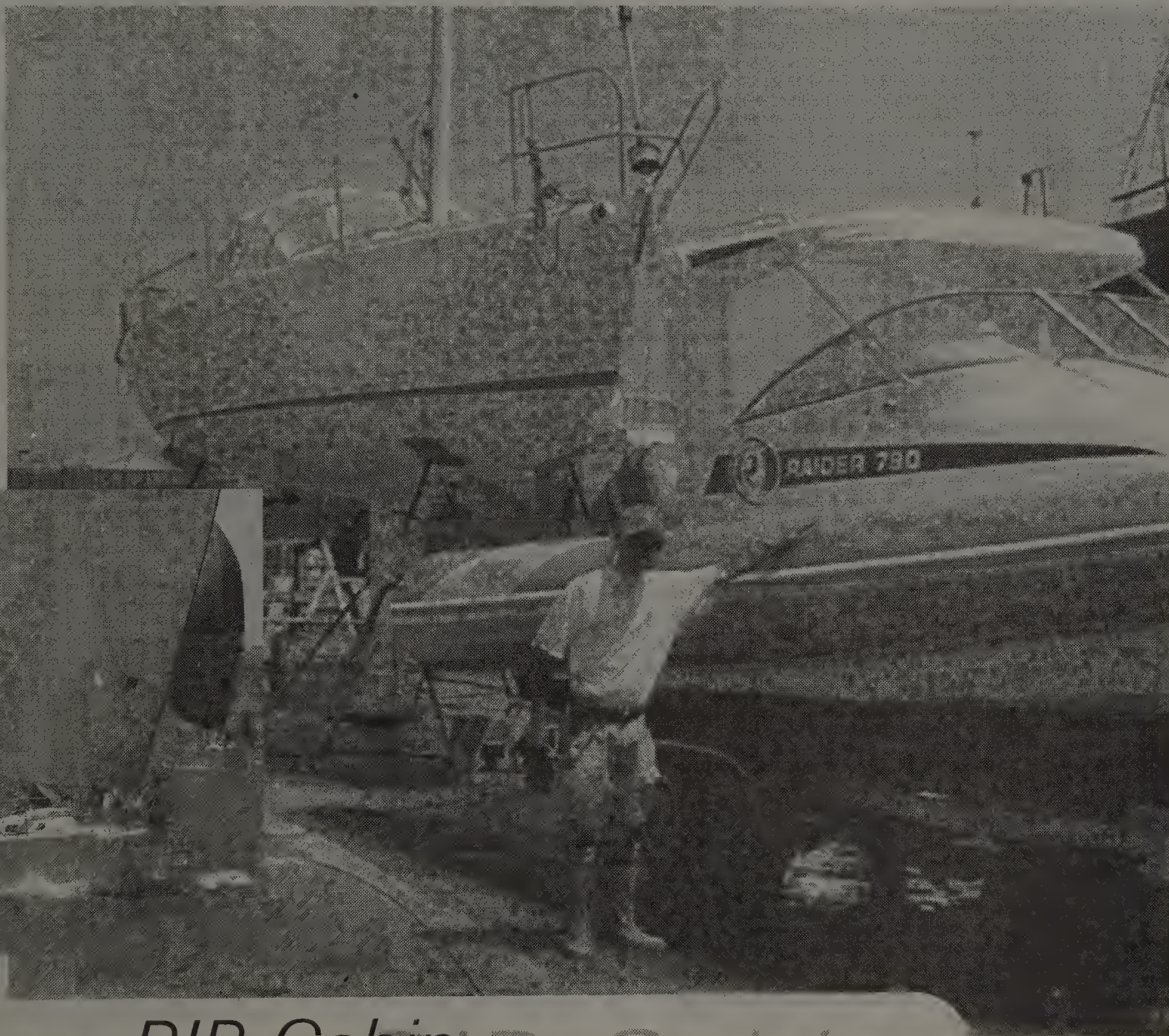
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Sailor's Commuter Companion

Dave Tambellini, as usual, faced the daunting task of commuting from Redwood City to the Big Boat Series and other 2002 races. This year it was a snap! "I picked up a new Raider at North Sails Race Week from Jeff Brown of Raider Boats and have used it ever since to commute to the races from Redwood City," says Dave. "I'd take off from Redwood City, pick up crew in Alameda and get to the St. Francis Yacht Club in 38 minutes. There's much less stress and much more fun, and the 200 hp 4-stroke Yamaha is very fuel efficient. It's been a great way to commute a terrific support vehicle for the J/105."

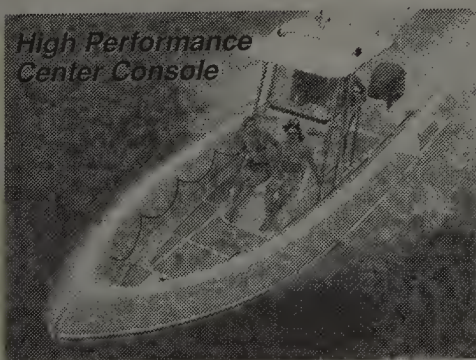
Dave Tambellini with
his J/105 'Bella Rosa'
and his Raider
'commuter' RIB



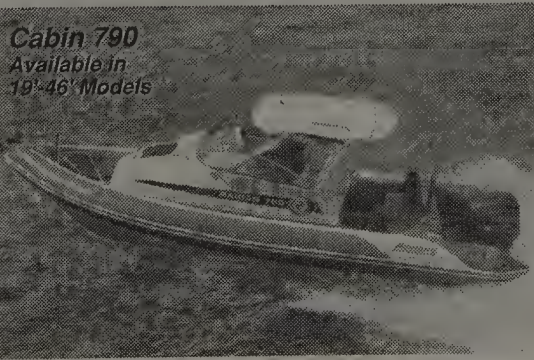
'Bella Rosa' in action

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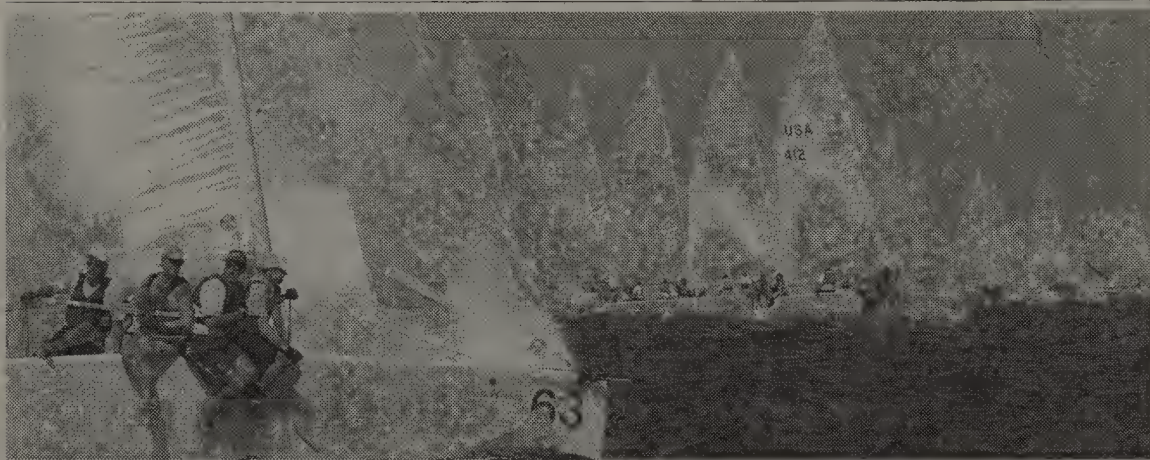
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2002 — THE YEAR



WALTER COOPER

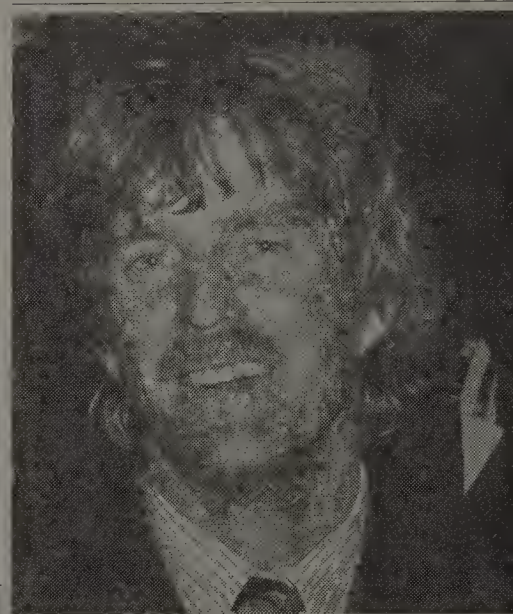
Charge of the light brigade — 78 Melgi on the starting line, and no recall.



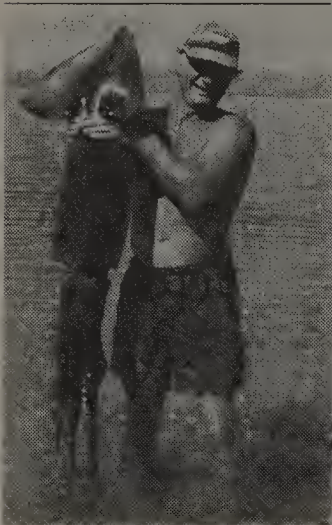
Storm winds leveled the Farr 40 fleet.



At the Golden Gate Midwinters, the Cal 29 'Boog A Loo' gets a crash course in tactics.



In January we mourned the tragic loss of Sir Peter Blake, who was gunned down on the Amazon River.



DALE WALKER / ALKER SPORTS PHOTOS

Guy Bunting of 'Elan' shows his curious catch.



RICK TOMLINSON/VOLVO OCEAN CHALLENGE

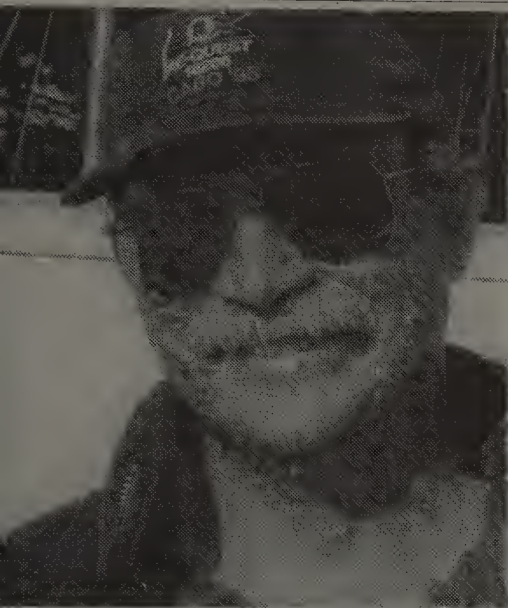
Hanna Swett (at the helm), Melissa Purdy and Dawn Riley hope to sail the Yngling to Olympic glory in Athens.



'Assa Abloy' blasts toward Sydney at the end

January — We ushered in the new year with a toast to 77-year-old singlehander David Clark for completing his singlehanded circumnavigation, and we tipped our hats to a bevy of one-design class winners in our roundup of Season Champs. There was plenty of ocean racing to report on too. Sailing 15,000 miles aboard their 53-ft Nigel Irons tri *Great American II* Rich Wilson and Bill Blewenga shattered the New York to Melbourne record, set 146 years earlier by the clipper *Mandarin*. Meanwhile, in the Volvo Round the World Race, Illbruck Challenge, captained by Bay sailor John Kostecki, won Leg II. Among other local notables, Liz Baylis rose to 8th in the ISAF World Match Race Rankings, while Zach Berkowitz took top honors at the International 14 worlds. The hardest story to report on, of course, was the senseless murder of Kiwi Sir Peter Blake, 53, during an ecological mission on the Amazon.

February — During the wintery days of February, the Olympic torch crossed the Bay aboard the historic skow schooner *Alma* en route to the Winter Games. At the annual Three Bridge Flasco, 206 boatloads of stalwart sailors braved the cold and rain to compete. But that was nothing compared to the torturous weather seen by the Volvo racers when crossing the Bass Strait to Tasmania in Leg III, where 'Assa Abloy' took top honors. Speaking of honorees, Steve Fossett and Cory Sertl were heralded as the Rolex Yachtsman and Yachtswoman of the year. In the realm of cruising, Pacific Puddle Jumpers Bob and Cary Deringer of *Illusion* shared impressions from their 2,800-mile crossing to the Marquesas, while Gene Meleski of *Stella Di Mare* taught us how to jury rig a rudder in mid-ocean. We also met the Yamashitas, a young Japanese cruising family who crossed the North Pacific from Japan in their Jeanneau 35.



Well-loved yacht designer Carl Schumacher died suddenly in February, stunning the local sailing community.



Small boats simulate a nautical version of Demolition Derby on the Bay.



Buzz of 'Mantra' receives a Lat 38 while snorkeling at Isla San Francisco.



of Leg II of the Volvo Round the World Race. Bay Area navigator Mark Rudiger is there — somewhere.

DUSTIN



Looking lovely in the Mexican sun, cruising seems to agree with Anne, Gabby and Kristin.



'Djuice Dragon' crewman Anthony Nossiter round the Horn 'au naturel'.

DJUICE DRAGONS

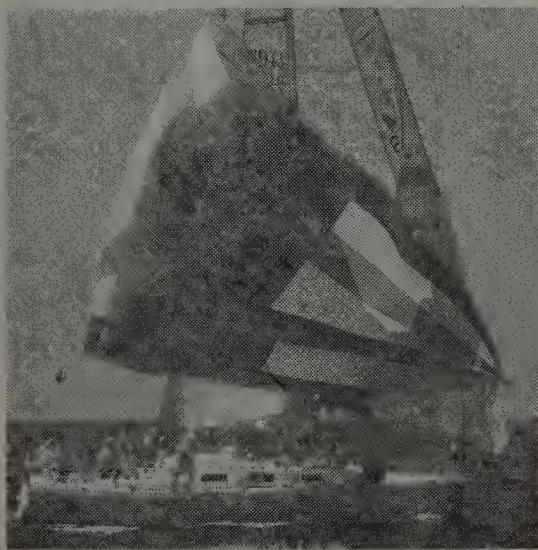


Doing the water ballet at the Richmond YC Small Boat Midwinters.

March — In the continuing saga of the Volvo, Kostecki and his German mates aboard *illbruck Challenge* got the gun at Rio de Janeiro, completing Leg IV's grueling 6,700 trip from Auckland. After compiling names for over a year, we released our master list of West Coast circumnavigators, with globetrotting accomplishments dating back to the '50s. Our Racing Crew List spurred excitement for the coming season while John Sweeney inaugurated IACC racing on the Bay and Mary Coleman's Farr 40 *Astra* won the Corinthian Midwinters. Adding balance to all our urban sailing reports, cruiser Tom Morlin introduced us to 'yankee trader' John Thurston, a former Californian gone native. The sad news was that we were forced to bid goodbye to Carl Schumacher, the immensely-talented naval architect whose warm personality made him one of the region's most popular sailors.

April — The biggest issue of the year started out with a sobering story of a man overboard off the Express 37 *Elari*, and the heroic actions of several different groups of people who saved him. Our spirits were further buoyed when we checked in with a couple of sailing's elder statesmen and learned that the more things change, the more they stay the same — Vic Stern, 79, was busy planning his 40th Ensenada Race... on the same boat! And Bill Lapworth, who is ageless, recently moved back to California with his boat. Out on the water, racers enjoyed a rollicking account of the previous month's PV/Mexore gathering in *manaland*, while first-timers learned the right way to sail the Bay in *Bay Sailing 101*. Cruisers headed west with the Pacific Puddle Jumpers and those who needed to made their sailing connections did so via our most gigantic Crew List ever — and/or at our festive Crew List partie.

2002 — THE YEAR



Despite their creative spinnaker work, the 'Blue Heron' crew won their division at the Banderas Bay Regatta.



Ageless ocean veteran John Guzzwell was inspirational at the start of the SSS TransPac.



'Alaska Eagle' explores Antarctica.



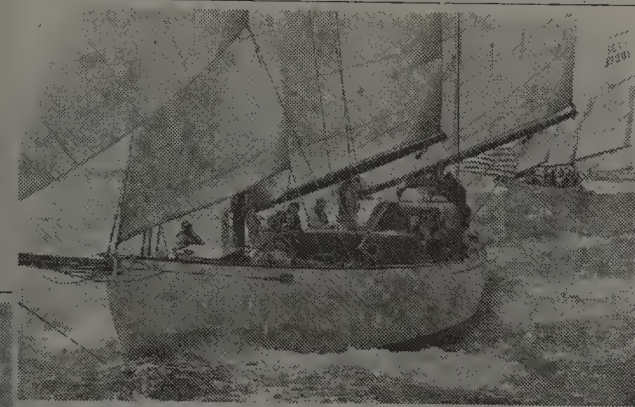
At Puerto Vallarta, would-be Pacific Puddle Jumpers like Ariana and John of 'By Chance' celebrated their imminent departure.



The annual Vallejo Race is springtime processional that's anticipated by some sailors all winter.

May — The assaults on big world sailing records began in May with an exciting potential race around the world between the giant catamaran *Orange* (ex-*Innovation Explorer*) and the equally giant trimaran *Geronimo*. Alas, *Geronimo* broke down and limped home to France. *Orange* hung on to lower the old Jules Verne record by a week (to 64 days). Speaking of 'around', we celebrated our West Coast circumnavigators with a get-together at Sail Expo and wow, it sure was a treat to meet them all. We don't think the moon has as many circumnavigations as those folks put together. Out on the water, we covered local events like J/Fest and the funky Plastic Classic Regatta, as well as cool destination gigs like the BVI Spring Regatta and the Banderas Bay funfest. The frosting on this cake was supplied by a charter group from OCSC that went to Africa and raced chartered Arab dhows off Kenya. Hakuna Matata!

June — More giant boats racing across oceans. This month it was the 212-ft schooner *Adix* up against the 152-ft two-master *Windrose* across the Atlantic. The third competitor was the ghost of Charlie Barr and the mighty schooner *Atlantia*, which set the west-east record of 12 days and change in 1905 that stood for more than 70 years. *Windrose* and *Adix* were the first schooners to beat it, the former with day's faster passage, the latter with a higher average speed. Arrrr, mateys! Another not-quite-so big boat ended a slower, stranger passage — the Moody 66 *Bonaire*, abandoned on the way back from Hawaii the previous summer, fished up on a reef in the South Pacific 3,900 miles away. While *Alaska Eagle* sent in a report from 65 south — and you thought the *Bay* was cold — we marvelled at the first local America's Cup Class racing, whooped it up at a windy Master Mariners, and mellowed out with a tranquil Vallejo Race.



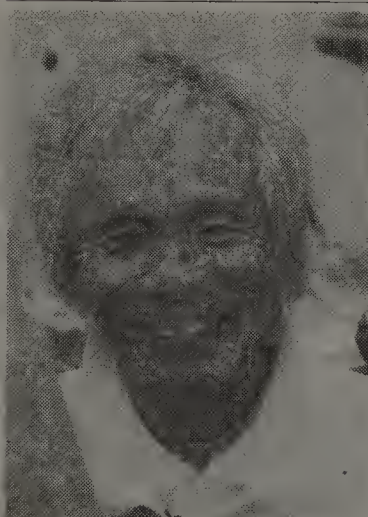
The Master Mariners Regatta was a feast for the eyes.



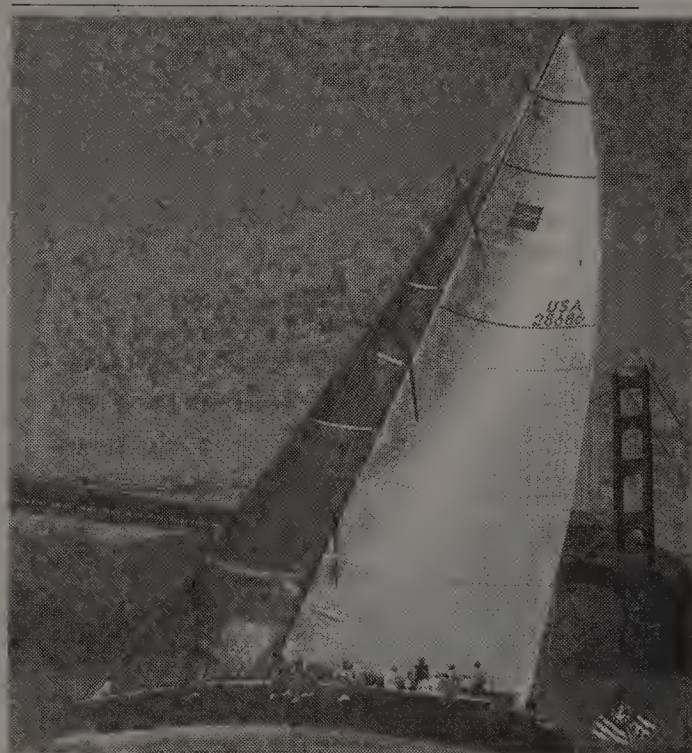
Our August cover became ridiculously controversial.



They may look like just regular folks, but everyone in this shot has circumnavigated.



Reinacting his 1962 voyage from Japan, Ken-ichi Horie, now 63, improved his time by... a month.

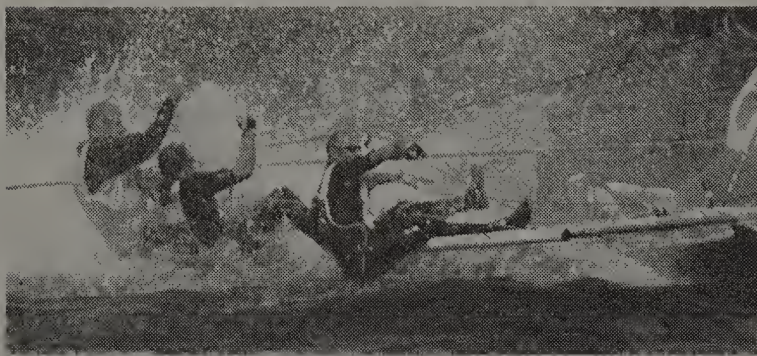


Brand new, 'Zephyrus V' does a shakedown on the Bay.

July — KFOG Radio's 'KaBoom' puts a whole new meaning in 'rocket's red glare.' What a terrific show and it keeps getting better every year. Which is why we sneak it into a sailing magazine every year. But we digress. The July issue started out with a blaster ride to Catalina in the rejuvenated Coastal Race, followed by the first installment of *Dumbest Things I Ever Did While Sailing*. Not that latter had anything to do with the former, of course. Elsewhere, we finally get down to brass tacks about the whole issue of the cost of cruising in Mexico — and conclude it's both cheap *and* expensive, depending on how you look at it. And while we're on the subject of looking, and *lookers* — we lusted after the new 86-ft super sled Zephyrus V as she completed sea trials locally in preparation for Pacific Cup. How sexy is this boat? If she were human, she'd be Elle MacPherson with Britney's shake and Madonna's attitude.

August — Well, Elle/Britney/Madonna kicked butt — Zephyrus took first-to-finish in the Pacific Cup, topped even the 146-ft Briand ketch *Mari-Cha III* that came out to take a shot at the record. Not enough wind for records, though. Well, at least going west across the Pacific. Coming the other way was a tiny boat that set yet another record for intrepid solo sailor Ken-ichi Horie. On July 17, he arrived in the Bay after a 5,300-mile, 67-day crossing from Japan on a 19-ft boat. It was a reenactment of his original voyage here in 1963 — albeit in a slightly updated version of his little plywood *Mermaid*. To get procrastinators going, we ran a piece called *Get Off Your Butt, Get Your Boat Ready, and Go*. Three folks who did just that — on an 18-ft boat to the Delta in 1948 — finally sent us their delightful story to share with readers. Their first day took them past the "still active" whaling station in San Pablo Straits.

2002 — THE YEAR



The Aussie 18 Championships came to the Bay, showing spectators just how athletic sailing can be.



HALL & WENDY PALMER

Intrepid travelers Wendy and Hall Palmer visited the Sphinx during an ambitious Mideast cruising rally.

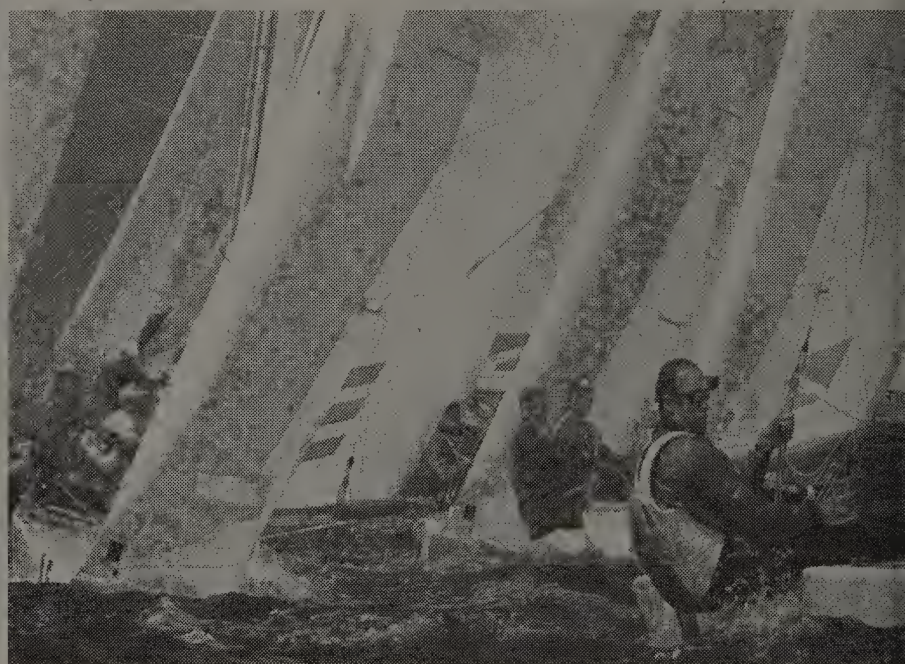


In 'World of Chartering' we praised the mellower side of sailing.



BOB GREISER

'Oracle/BMW Racing' turns on her afterburners during the Louis Vuitton.



The scene was frenetic when the Nautica Star Worlds came to SoCal this fall.

September — Well, the big 'issue' in the September issue was the cover of the August issue. How could you sickos think we were trying to exploit that lovely young lass? Although, now that you mention it, she sure does have a nice... uh... touch on the wheel. In a more serious matter of professional journalism, we finally learned that the *Alyone* which was abandoned at sea is not the same *Alyone* than some thought it was. Ironically, both the lost and unlost *Alyones* were traversing the same stretch of water at about the same time. And speaking of strange traverses, we ran the story of Bill Teplow who sailed to Hawaii in a West Wight Potter 19. Please don't try this yourselves, folks. Here at home, a galaxy of Stars (boats and sailors) descended on the Bay for the Star Worlds. And we finally got the update on the old schooner *Landfall* — and the Montana cowgirl who sails her.

October — September's Big Boat Series is always the Big Lead Story in the October issue, and the 119 boats in this year's BBS put on a show like the Bay hasn't seen since the halcyon days of the late '80s. About the only thing missing were the Twisted Sisters. Speaking of twisted, the lawyers and billionaires entered in the America's Cup in Auckland stopped screaming at each other in the courtroom long enough to begin the Louis Vuitton Cup elimination rounds — where they resumed screaming at each other on the water. We're not sure where the iron men are, but we celebrated the arrival of a flotilla of wooden ships from all around the world that were here to take part in a moving tallship feast called Sail San Francisco 2002. And we'll never greet another October without remembering the adrenaline rush of watching the 18-ft skiffs, the top fuel dragsters of sailing. What a show!



Big Boat Series 'Pegasus' leads a clump of Farr 40s to the weather mark.



BOB LAW

Hiking to the max was the order of the day at the Adams Cup.



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'Hexagon' passes by Lady Liberty at the New York start of the Around Alone.



Crewing aboard Ecuador's tall ship, 'Guayas', is not for the timid.

November — November seemed like the 'issue of champions.' We brought you news of four local soccer moms who became the 2002 Adams Cup winners, the latest winners from the America's Cup trials, a reporter-on-the-spot feature on the fabulous Swan Cup in Sardinia — and, of course, the guys on *Fat Bob*, which sailed a different beer can race — with the same boat — every night for a week. The local supply of bubbly has yet to recover. In fact, even as the leaves were falling and summer retreated over the horizon, it seemed like we were gearing up more than ever to cover big, out of town events, too. In addition to the America's Cup, the Around Alone had started and the carnage-fest known as the Route du Rhum was about to. And then there were the midwinters. Sometimes it makes us feel like the Army cook who comes to the sudden, horrible realization that you can never feed a man once and for all.

December — We can't review what hasn't happened yet, so we'll take this last few minutes of your reading time to editorialize a bit. The world is a crazy place, and getting crazier all the time. And, in this case, we don't mean crazy in a good way. It's easy to get wrapped up in it if you sit in front of the tube every night. Despite what some of you think, we're not any smarter or wiser or hipper or more intuitive than any of you. We just try to stick to the mission, which is to have a little fun with you folks every month while we entice you to go sailing. Because of all the positive attributes this great sport possesses, perhaps the most important in these times is 'rejuvenating.' We know sailing rejuvenates a sagging spirit or troubled mind because it happens to us every time we go out. So go sailing. It'll keep you from going crazy. Thank you all — especially our terrific advertisers — for another wonderful year. Happy '03!

DRY CREEK VINEYARD 2002 PRO-AM REGATTA

A couple of months ago, our friend John Glynn, longtime marketing guru for the Bitter End YC and race chairman for their annual Dry Creek Vineyard Pro-Am Regatta, called with an intriguing offer: "How would you like to be an umpire at the Pro-Am this year?" he asked. "It'll be a different perspective, and you'll learn a lot. You'll be working with Tom

and one Junior would receive the coveted 'auto-invite' back to the event next year. The three boats had fought tooth and nail around the two laps of the course, virtually overlapped, and as they approached the downwind finish line, it

Seemingly a dozen different rules were in play at once, and we had about ten seconds to sort it all out. An umpire's calls can't be appealed, and the outcome of the regatta was in our clueless hands.

Farquhar, and he can fill you in on anything you don't understand. It'll be fun!"

Naturally, we accepted on the spot — heck, we'd wash dishes or do almost anything for a chance to return to the Bitter End! But we had some nagging reservations about the judging thing — every one of the ten 'pros' at the Pro-Am has forgotten more about the racing rules than we'll ever know, and it soon dawned on us that we might be in way over our head. In the ensuing weeks, the idea of somehow completely screwing up the regatta began to haunt us. It even invaded our dreams, which are normally reserved for more interesting things — such as supermodels like Heidi Klum,

was still anyone's regatta.

With just two boatlengths to go, there was a flurry of jibing and screaming on the boats, followed by the sickening crunch of fiberglass. All three helmsman furiously waved their checkered protest flags as they crossed the finish line, yelling for a verdict. Seemingly a dozen different rules were in play at once, and we had about ten seconds to sort it all out. An umpire's calls can't be appealed, and the outcome of the regatta was in our clueless hands.

Our brain vapor-locked, and we began to panic. We reached for a flag — but which one? How had the overlaps been established? Were the boats inside or outside the two-boatlength zone? Had they given each other room to finish? . . . What to do? What are we doing here? Ahhhhhhhh!



One-two punch — Pro-Am winners Butch Ulmer (above with wife Carol) and Andy Burdick (with wife Candace). Andy won the 'Butt title, too.



whom we actually sailed with at the '98 Pro-Am.

In these dreams, the regatta — 20 heats of triple match racing in Freedom 30s — always came down to the final race. The stakes were high, with much more than just bragging rights on the line — the winning team of one Master

Fortunately for us, as well as the regatta, the above nightmare never happened. Despite our presence in the umpire boat, the 16th edition of the Bitter End YC's Pro-Am Regatta, held on Virgin Gorda Sound on November 2-9 and sponsored for the second year by



Sonoma County's Dry Creek Vineyard, went off without a hitch. Though not quite as well attended as last year (the entire Caribbean is feeling the effects of the sour economic climate), the event was another resounding success.

How could it not be? The Bitter End YC, located on sunny Virgin Gorda, BVI, is fantastic in its own right — a gorgeous, world-class resort with an emphasis on water sports, particularly sailing. And, in our opinion, the best week of the year to visit is during the Pro-Am Regatta, one of several fall theme weeks that BEYC runs. It's the ultimate fantasy camp for sailors, a rare opportunity for weekend warriors to race and socialize with ten superstars of the sport.

For the third consecutive year, the line-up consisted of five Masters — past winners Butch Ulmer ('99), Rod Johnstone ('00), and Tom Leweck ('01), along with Keith Musto and Lowell North — and five Juniors, Paul Cayard, who won in '92 and '98, Andy Burdick, Nigel Musto, Mark Reynolds and Dawn Riley. The by-now tried-and-true format was triple match racing in Freedom 30s, with rabbit starts and short (about 20-25 min-

— DON'T STOP THE CARNIVAL



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Ringside seat — We watched all 20 races from the umpire boat (center), never more than a few boatlengths from the action.

utes) double windward/leeward courses. The Masters and Juniors were paired together randomly to form five teams, with their combined scores (only first places are counted) determining the overall winner.

The resort guests — the 'ams' — provide the crews for the Freedom 30s. Some

folks came to sail specifically with one of the 'pros', such as Bennett and Karen Greenwald of San Diego, who are friends of the Norths. Others come down as a full crew, with no agenda other than to sail together. 'Mom's Racing Team', a merry band of Richmond YC-based Express 27 sailors, fell into the latter category. We bumped into Mom (74-years-

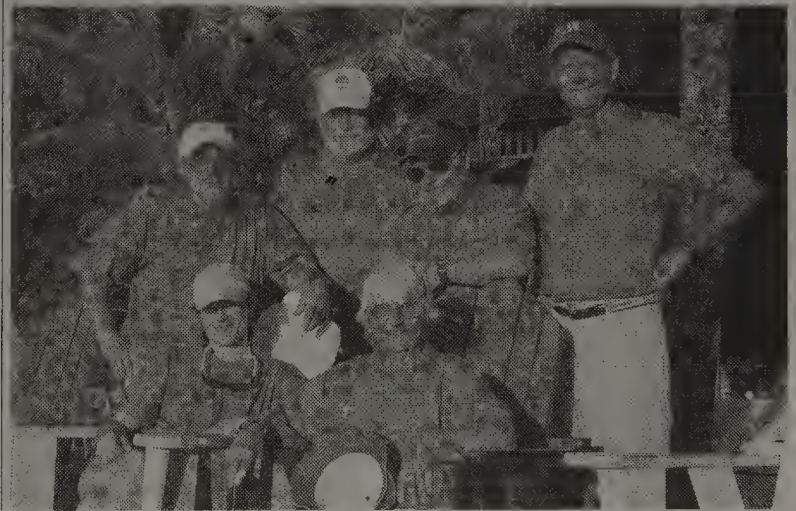
Left, Paul Cayard at the helm. Right, the victorious Mom's Racing Team — Julia, Liz, Ward, Bruce, Gary and new friend Butch Ulmer.

young Liz Cabrall) and her 'kids' (Gary Clifford, Bruce Powell, Ward Latham and Julia McKiever) on the long American Airlines journey to the BVI, and knew immediately we were in for a fun week.

The actual Pro-Am Regatta didn't start until Tuesday, leaving two days to slip into the Bitter End lifestyle — kayaking, sailing, snorkeling, hiking, or perhaps just lying in a hammock with a book and a cold beer. Of course, there were activities every day and parties every night, beginning with the Dry Creek Vineyard Wine Cruise on Saturday evening, a "get acquainted" lap around Virgin Gorda Sound on the M/V *Corinthian* as the sun set.

BEYC has a long-standing tradition of Sunday dinghy racing, with the winners earning very cool (read: not for sale) T-shirts that declare, "*Racing at the Bitter End: It ain't over 'til the cooler's empty.*" This Sunday, the races doubled as the qualifiers for the second annual Curmudgeon Cup, the buoy racing championship for Scuttlebutt Sailing Club members ("It's a very exclusive club," claims Leweck. "We're up to 17,000 members now — all you have to do is subscribe to *Scuttlebutt*"). The top two finishers in the Lasers, Hobie Waves, and Rhodes 19 fleets each advanced to the finals later in the week.

Andy Burdick, who works at Melges Boatworks in Wisconsin and is one of the hottest sailors in the Midwest, won the Lasers in what turned out to be a har-binger of things to come. Nigel Musto, who runs the English sailing gear empire that his father Keith founded, was second. The Curmudgeon himself, Tom Leweck, showed his form in the Hobie Waves, with Keith Musto a close second. Mary Jordan, an amateur Mumm 30 and J/24 sailor from northern Wisconsin,



PRO-AM '02

won the Rhodes 19 competition over Peter and Kristen Lane, San Rafael sailors back for their second Pro-Am in a row.

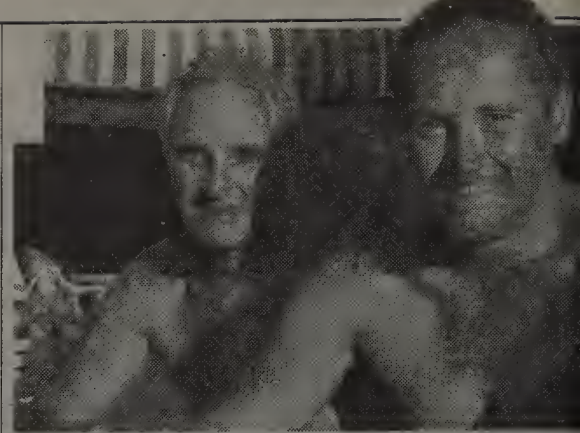
The casual Defiance Day Regatta, which Leweck proclaimed the Scuttlebutt SC 'offshore championship', was held on Monday. Eleven big boats, including the BEYC's green Express 37 Cosmic Warlord and five of their Freedom 30s, raced down about 12 miles to the Baths. After rafting against the *Corinthian* for a barbecue lunch and swimming, the fleet raced home. At the late afternoon Mt. Gay-fueled awards party, the Tortola-based Beneteau 38 *Tempest* was awarded first overall for the day. A second party, the BEYC's traditional Monday night guest cocktail party, followed just an hour or so later.

The main event, the Pro-Am, commenced in light air on Tuesday morning, with the Juniors going at it first. Burdick, sailing with the characters on Mom's Racing Team ("powered by guilt"), led at every mark to win the opener by half a boatlength over Cayard, whose crew included Don Wallace, general manager of sponsor Dry Creek. Reynolds, who was appearing in his fourth Pro-Am, but was new to triple match racing, was a distant third.

We observed all the action from the best seat in the house, the umpire's boat. Tom Farquhar, a respected international judge from St. Petersburg who officiates at about 20 regattas a year, was working the Pro-Am for his 14th time. He calmed us down and patiently taught us the basics about positioning the upwind gates (there are four upwind marks, allowing for mid-race course changes when the wind shifted), positioning the umpire boat behind the competitors, what rules are in effect, how to talk with each other ("I'm on port, I'm luffing, I'm tacking, complete"), and how to talk on the radio about overlaps with the wing boat (manned by Farr 40 owner and up-and-coming judge Bob Burgess), and so on.

"This is a pretty laid-back regatta — it's not exactly the America's Cup," claimed Tom. "These guys all know the rules, and even the Juniors probably won't be that aggressive. I'd be surprised if we see any flags at all this week."

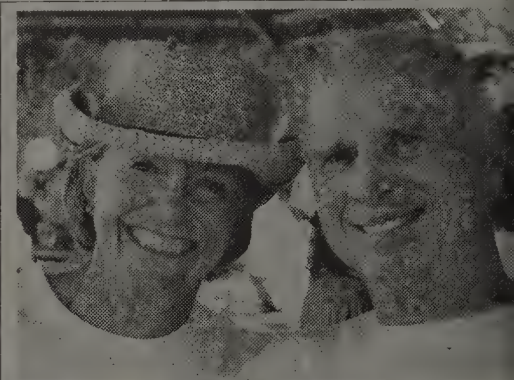
Burdick and Team Mom won the next race, too, finishing three boatlengths ahead of Reynolds and Nigel Musto — who had come to crew for his father, but was promoted to skipper status when scheduled Junior Marie Bjorling had to bail for business reasons at the last minute. Cayard, who was cruising on a



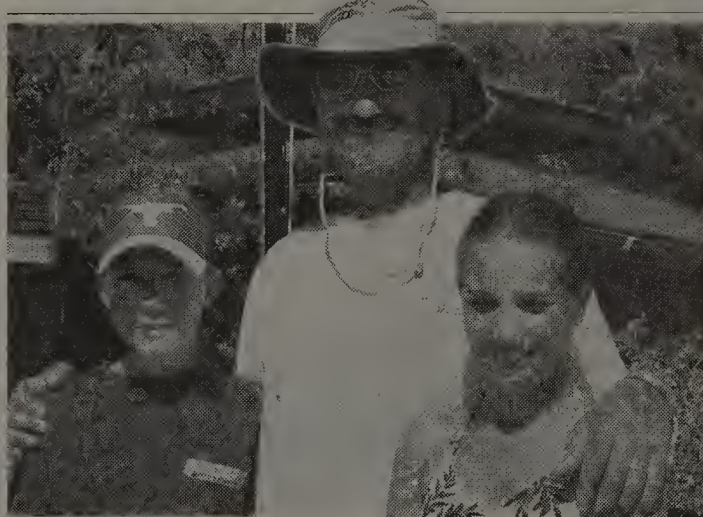
Above left, Rod and Lucia Johnstone. Above right, Keith (left) and Nigel Musto. Below left, the Wallace clan, purveyors of DCV — Kim and Don, with kids Taylor (age 8) and Spencer (5).



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Above right (top), Bea and Lowell North. Above right (bottom), Tom and Barbara Leweck. Below left, Paul Cayard and Danny, age 14, and Allie, 12 (wife Icka was at the pool). Below right, Dawn Riley.

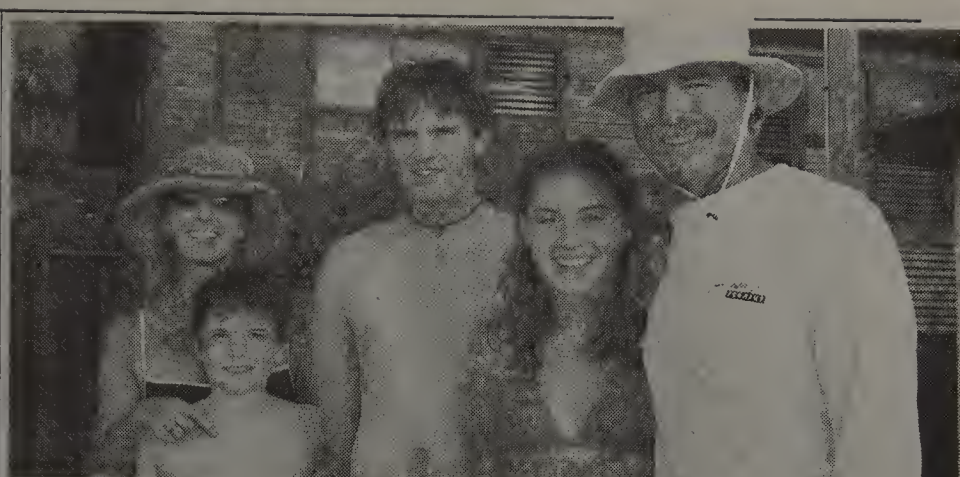
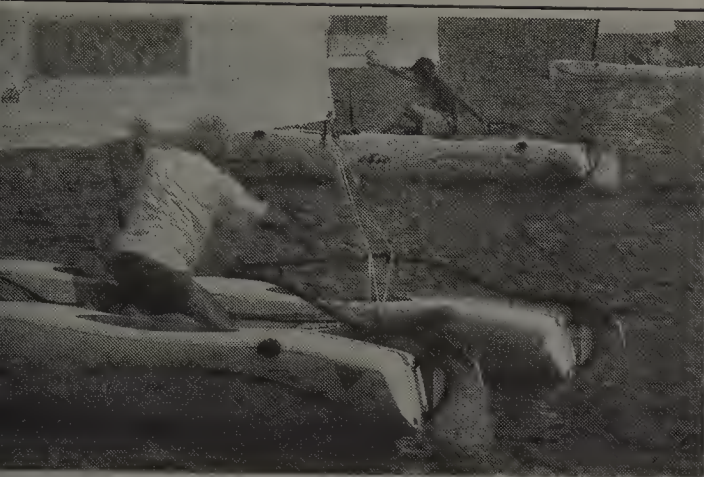


Moorings 4500 cat with his family and showed up at the last minute, won the third race. Reynolds took the fourth one in a photo-finish, and then it was time for a leisurely two-hour lunch break back on shore.

In the afternoon, the Masters took the light-air playing field. J/Boat founder Rod Johnstone got on the scoreboard first, but then sailmaker Butch Ulmer — who was paired with Burdick and the Mom crew — stepped up to the plate and

fired off two bullets. Keith Musto took the fourth and final bullet of the afternoon. After just one day, the handwriting was on the wall — the Burdick/Ulmer combo was going to be hard to beat.

Wednesday was a layday, and most Pro-Am'ers jumped on the *Corinthian* for a relaxing day of snorkeling at Norman Island, followed by a visit to Willy Ts, a rowdy floating bar, on the



Above left, Keith Musto and *The Curmudgeon* in Hobie Waves; Mark and DeAnn Reynolds with Dane (age 11), Jeffery (16) and Lauren (14). Below, the Pro-Am Class of 2002, from left: Cayard, Keith Musto, Leweck, Riley, Reynolds, Johnstone, North, Nigel Musto, Burdick, Ulmer, Wallace.



Below left, the light-air finals of the Curmudgeon Cup. Below, the Barrielle family — Sylvain, who runs the UK loft in Alameda, 4-year-old Charlotte, and Barbara, director of PR at Dry Creek.



way home. A fantastic 'wine dinner' at the Carvery (the most upscale of BEYC's several restaurants) capped off the perfect day. Host Don Wallace said a few words about his family's vineyard, and introduced us to the five kinds of DCV wines we tasted with the many courses.

On Thursday, both the Juniors and the Masters raced in the morning. Ulmer added another point to his team's total, with the Johnstone/Reynolds team starting to take control of second place. After

Happy campers — Scenes from the 2002 Dry Creek Vineyard Pro-Am Regatta. All photos 'latitude'/rob except as noted.

lunch, it was time for the Scuttlebutt finals, with the aforementioned six finalists competing in a painfully light five-race series. Burdick — to no one's surprise by now — won the series handily, with help from crew Dawn Riley, taking a week off from her job as an America's Cup commentator for OLN.

At that evening's awards party and

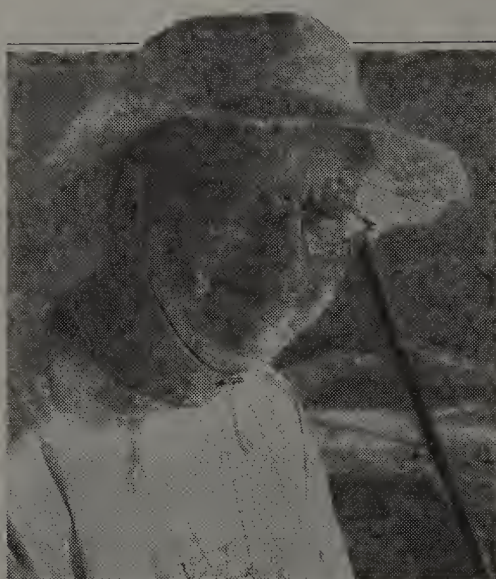
limbo jump-up, Burdick took home a nice Musto countdown watch for his efforts. But the way we see it, the *real* winner was Mary Jordan — as the top amateur, she won a week's vacation for two at the BEYC! (Jordan, we found out later, was having so much fun she stayed on at the BEYC for the following week's 11th Annual DCV Women's Sailing Week, led by Betsy Alison.)

The final eight races of the Pro-Am occurred Friday, with the Juniors again

DRY CREEK VINEYARD 2002 PRO-AM REGATTA

racing in the morning and the Masters in the afternoon. Burdick and Ulmer each added another point to their total, wrapping up the 2002 DCV Pro-Am with a race or two to spare. And, finally, there was some umpiring action when Ulmer expertly lee-bowed Johnstone, who altered course and immediately flagged him. We were in the perfect position to see the incident unfold, and responded with a green flag (no foul). Leweck won the race anyway, so the call really didn't matter — but we felt gratified to finally throw a flag, even if it was just a green one. "That's as close as it gets without a penalty," noted Farquhar.

The Pro-Am concluded that evening with a poolside party, followed by the awards dinner in the Carvery. In the ensuing speeches, the winners — and just about everyone else in the room — were acknowledged. Everyone applauded for the BEYC staff (especially John Glynn's onsite counterpart, Jason Meeuwig), for Tortola-based race manager Bob Phillips and his race committee, and even for the umpires. The sponsors were thanked



The real umpires — Above, Tom Farquhar. Right, Bob Burgess, seen here taking a Laser break.



and Enthusiasm' award to the Greenwolds of San Diego, and the 'Sportsmanship Award' (with an auto-invite) to easy-going Nigel Musto. A tableful of swag — DCV logo wear, Ultimate Sailing calendars, Musto sailing gear, a bunch of Lowell North-autographed copies of *The North Story*, and so on — was doled out, and no one went home empty-handed.

"We had a ball," said Glynn, "and next year the Pro-Am will bounce back bigger and better than ever. We'll have some new

faces in the line-up, and will unveil our new fleet of eight boats to replace the Rhodes 19s. Join us if you can — despite wars, bad stock markets, competition from the America's Cup and other distractions, vacations are still a necessary thing!"

The 2003 DCV Pro-Am is scheduled for November 1-8, and BEYC already has bookings for that week, including two connected with *Pyewacket*. To learn more, check out www.beyc.com, and be sure to also look at www.yachtshots-bvi.com to see nearly 1,000 colorful images of the regatta.

Being an umpire was eye-opening, and we have newfound appreciation for

the folks who toil behind the scenes while the rest of us race sailboats. We learned more about rules and strategy in a few days as an umpire than we ever could have by sitting on a Freedom 30 rail, and are grateful to Glynn and Farquhar for the opportunity.

Brad Dellenbaugh, another senior international umpire who ordinarily teams up with Farquhar for the Pro-Am, was in New Zealand officiating at the Louis Vuitton Cup — which was how we came to be invited in the first place. Brad will be wanting his Pro-Am gig back next year, so our brief — but glorious! — career as an umpire is basically over.

The nightmares are subsiding, too, replaced by warm and fuzzy memories of another wonderful week at the Bitter End.

— latitude/rkm



Triple match racing, invented by Paul Elvström, isn't exactly sweeping the planet. However, it's a perfect format for the Pro-Am Regatta.

profusely — Dry Creek Vineyard, of course, and Mt. Gay Rum, Musto, *Sail* magazine, Team One, Ultimate Sailing, Scuttlebutt SC, Red Stripe, and Highland Springs Water. "We'll see you all next year!" announced Wallace, much to the crowd's delight.

Glynn, who was honored with a standing ovation, presented the 'Spirit

MASTERS — 1) Butch Ulmer, City Island, NY, 4 wins; 2) (tie) Rod Johnstone, Stonington, CT, and Keith Musto, Essex, England, 2 wins; 4) (tie) Tom Leweck, Marina del Rey, CA, and Lowell North, San Diego, CA, 1 win.

JUNIORS — 1) Andy Burdick, Lake Geneva, WI, 3 wins; 2) Mark Reynolds, San Diego, CA, 3 wins; 3) Dawn Riley, Sausalito, CA, 2 wins; 4) (tie) Paul Cayard, Kentfield, CA, and Nigel Musto, Essex, England, 1 win.

COMBINED — 1) Ulmer & Burdick, 7 wins; 2) Johnstone & Reynolds, 5 wins; 3) (tie) Leweck & Riley, and K. Musto & Cayard, 3; 5) North & N. Musto, 2.

CURMUDGEON CUP — 1) Andy Burdick/Dawn Riley, 7 points; 2) Keith Musto/Guy de Boer, 14; 3) Tom Leweck/Butch Ulmer, 15; 4) Nigel Musto/Ian MacKechnie, 16; 5) Mary Jordan/Julia McKiever, 25; 6) Kristen & Peter Lane, 28.

PAST PRO-AM WINNERS — Scott MacLeod ('87), Ken Read ('88, '89), Jim Brady ('90), Ed Baird ('91, '94, '01), Paul Cayard ('92, '98), Peter Holmberg ('93, '97, '00), Russell Coutts ('95, '96), Butch Ulmer ('99), Rod Johnstone ('00), Tom 'The Curmudgeon' Leweck ('01).

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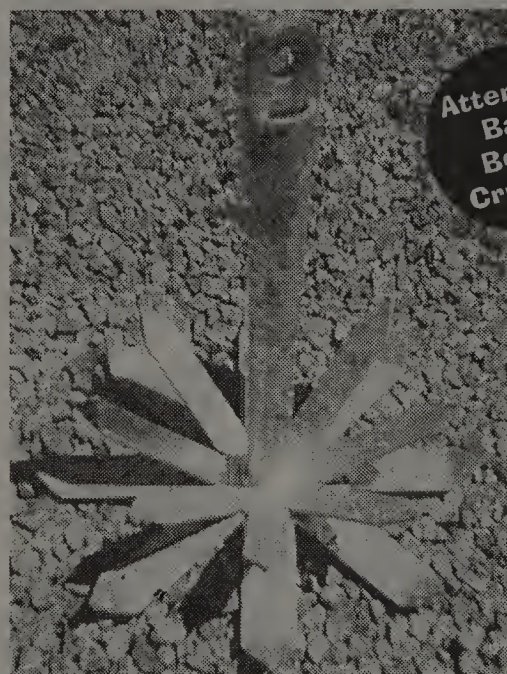
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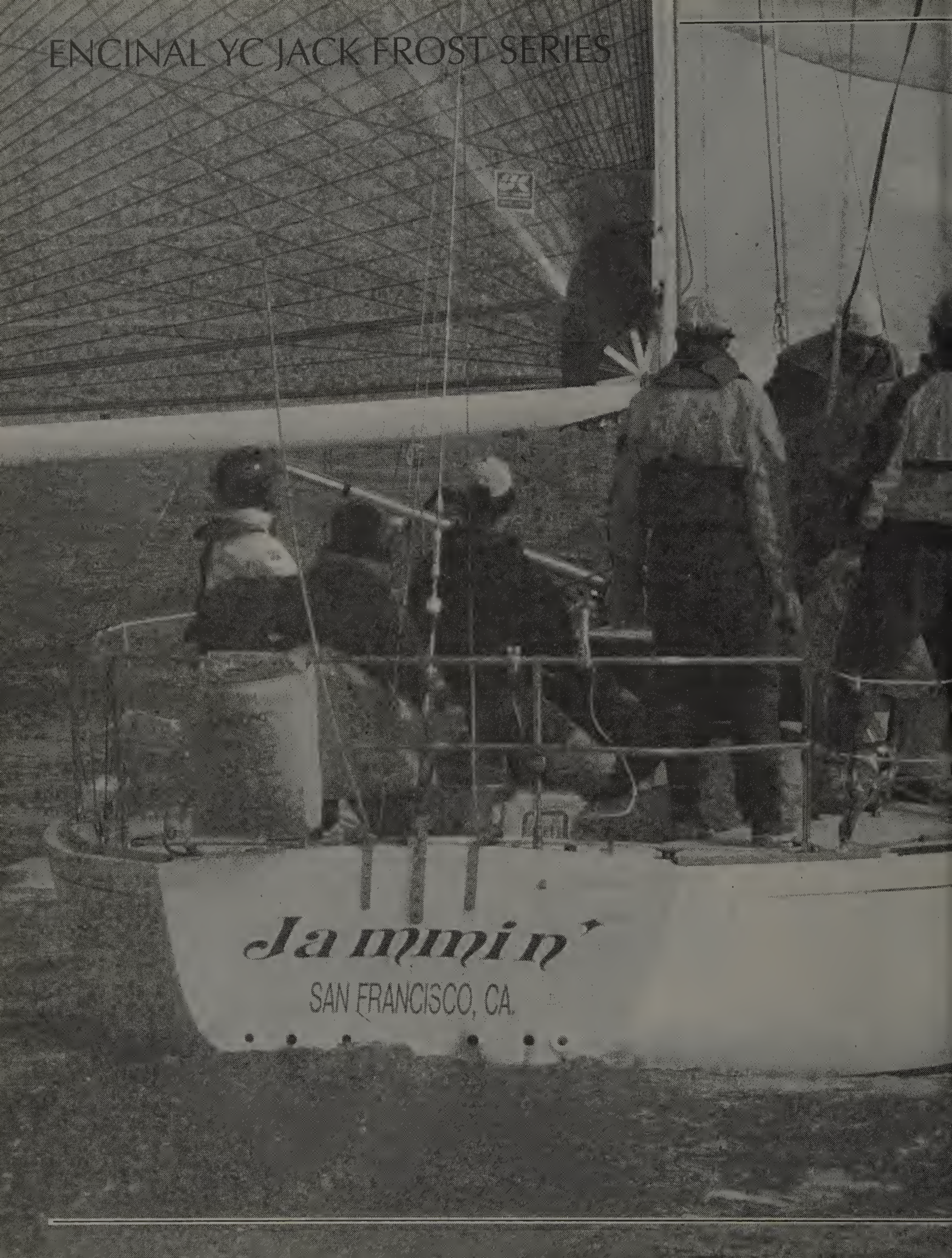


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ENCINAL YC JACK FROST SERIES



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JACK'S BACK!



It's quiz time: 'Jack Frost' is the name of a) a crappy Austrian heavy metal band; b) a crappy 1996 horror film starring a killer snowman; c) a crappy 1998 kids' Christmas movie starring Michael Keaton; d) Encinal YC's resurgent mid-winter series; or e) all of the above.

Pencils down. If you answered 'e', you win! However, forget about the movies and the band, as this brief picture essay is only about 'd', Encinal YC's '02-'03 Jack Frost Series, which began on Saturday, November 16, off Treasure Island. Fifty-four boats showed up for the 11:30 a.m. start, a notable increase over last year's 34-boat turnout. "The Jack Frost Series is back!" claimed EYC Vice Com-

Rush hour on the J/35 freeway — 'Jammin' chases 'Kiri', 'Jarlen' and 'Fast Lane'.

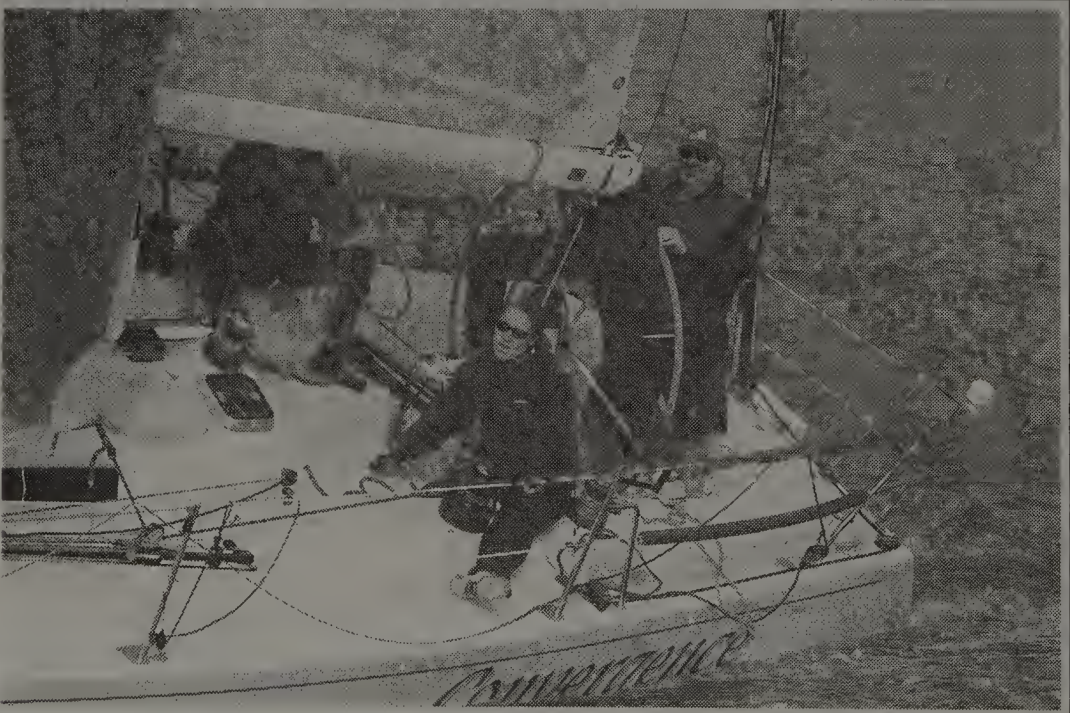
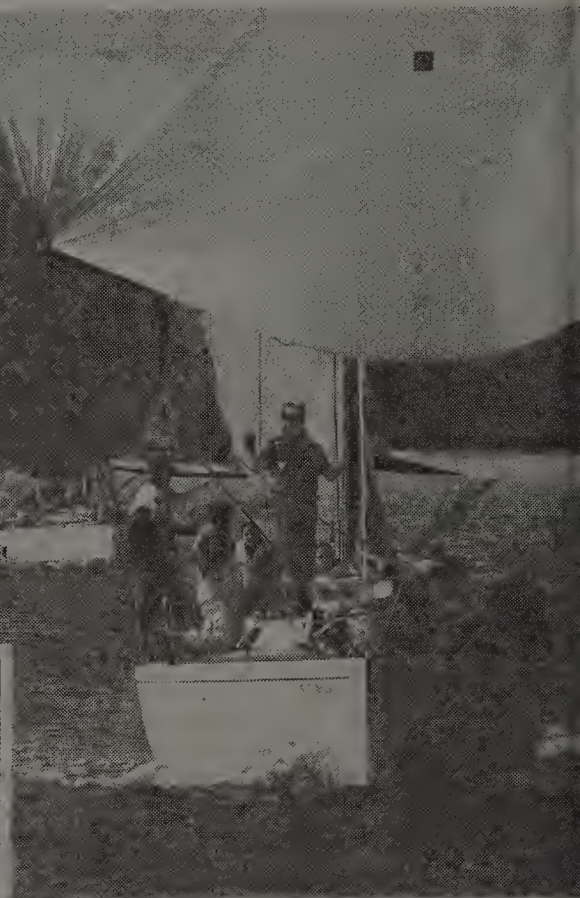
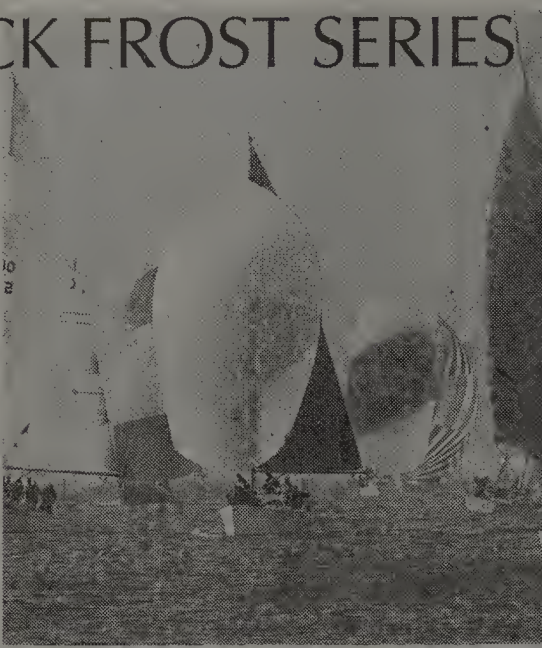
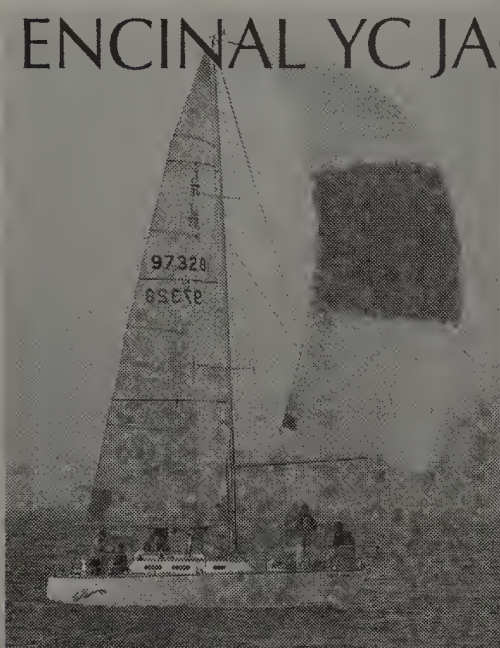
modore Les Raos.

The Series actually never really went away, though enthusiasm for it waned over the last few years as EYC tried different formats and names ('3-2-1 Spring Fling' didn't exactly stick), and competition from other midwinters cut into their attendance. This year, however, the Jack Frost Series snapped back in a big way — 19 EYC boats helped swell the ranks, as did a seven-boat J/35 one design class and an eight-boat J/120 class.

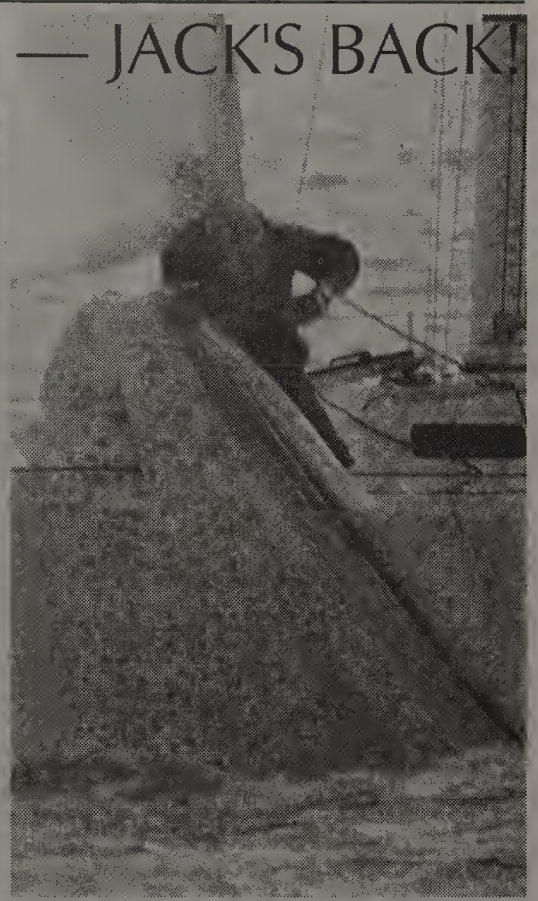
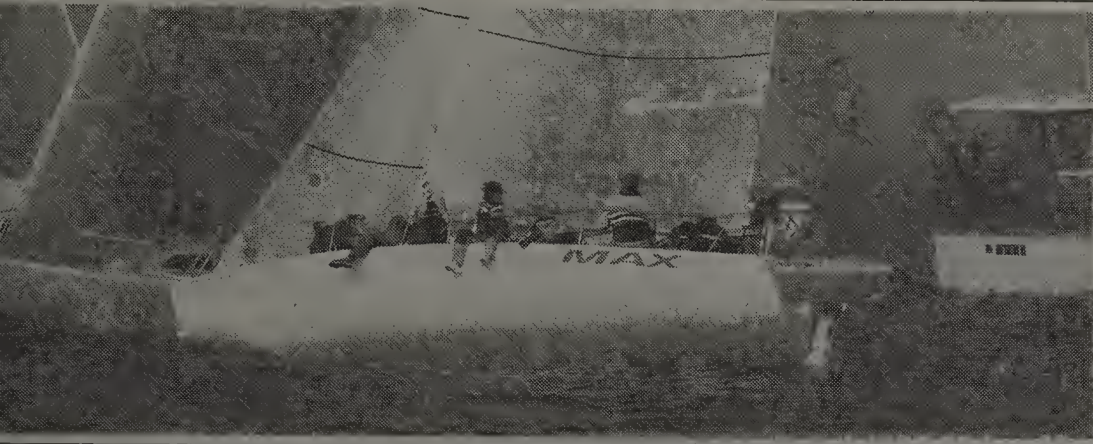
EYC's race committee, led by PRO Jeff

continued on page 160

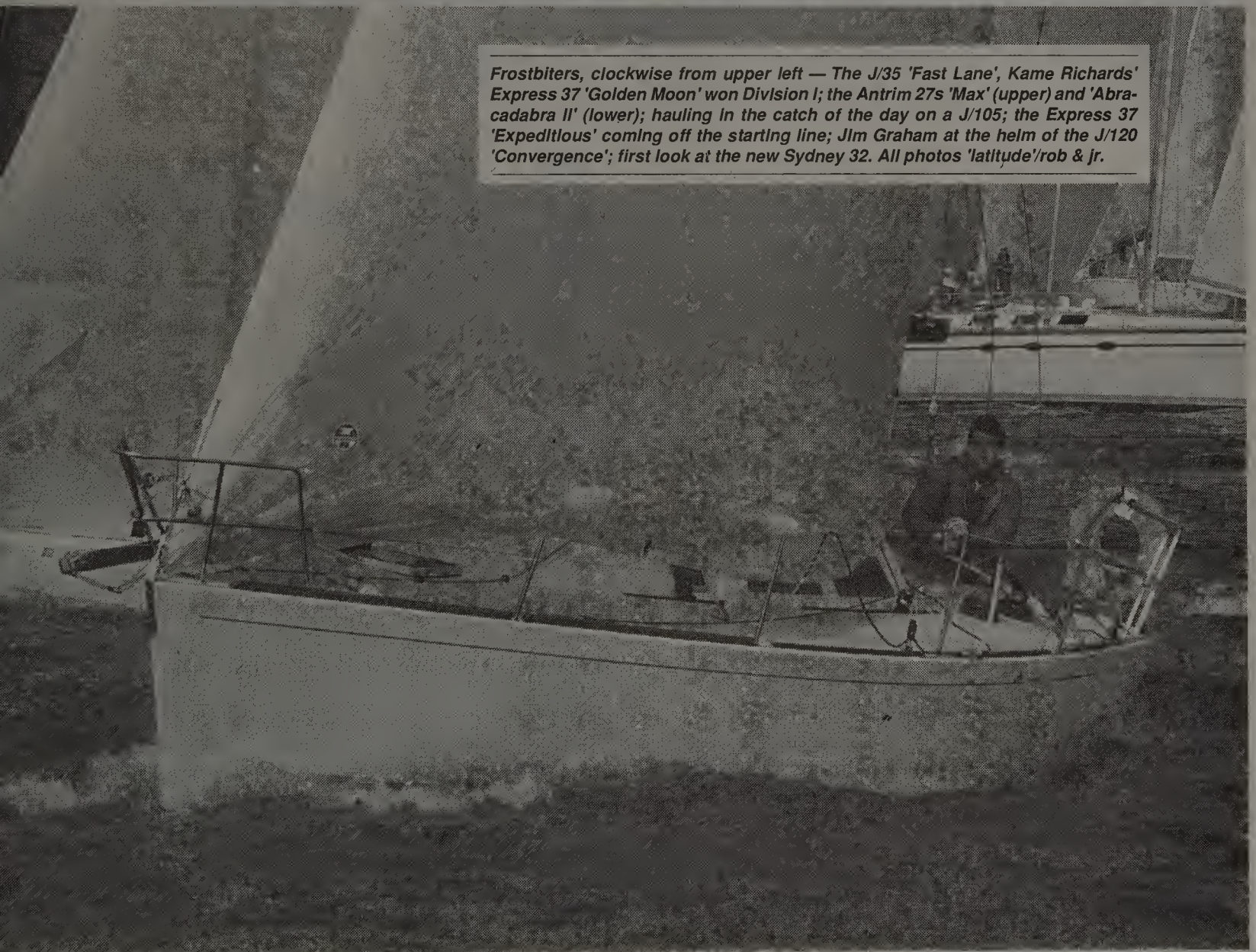
ENCINAL YC JACK FROST SERIES



— JACK'S BACK!



Frostbiters, clockwise from upper left — The J/35 'Fast Lane', Kame Richards' Express 37 'Golden Moon' won Division I; the Antrim 27s 'Max' (upper) and 'Abracadabra II' (lower); hauling in the catch of the day on a J/105; the Express 37 'Expedtious' coming off the startline; Jim Graham at the helm of the J/120 'Convergence'; first look at the new Sydney 32. All photos 'latitude'/rob & jr.



ENCINAL YC JACK FROST SERIES

Zarwell, also upped its game this year. They used only inflatable marks, sending the big boats and one design classes off on a double windward/leeward course (with leeward gates), while the lower PHRF classes had a triangle course using a different leeward mark. The original idea was to get off two races a day for the larger one design classes, but that didn't happen this time due to postponements and shifting wind.

"The breeze messed with us," claimed Zarwell. "The upwind mark was at 250 degrees, and was fine for the first couple of starts, but then it clocked to 230 and held there the rest of the day. It was pretty frustrating, but that's midwinters for you."

At least there was wind in The Slot, which once again proved to be one of the better — or perhaps best — midwinter venues on the Bay. The concurrent SFYC Pre-Holiday Regatta, barely visible



Schumacher's legacy — Chris Noe's beautiful 'Polaris', part of the growing Alerion Express 28 class on the Bay.

through the haze about a mile to the north, saw 24 boats glued to the water while the EYC racers were positively bombing around their course by comparison.

Familiar names grabbed the top spots in each of the eight classes. A notable runner-up was the hot-looking new Sydney 32, which yacht broker Chris Corlett sailed to second place in Division I in the boat's local debut. Check out

www.encinal.org for complete results.

— latitude/rkm

DIV. I (<100) — 1) **Golden Moon**, Express 37, Kame Richards; 2) **Sydney**, Sydney 32, Chris Corlett; 3) **Bodacious**, Farr One Ton, Clauser/Tosse; 4) **Expeditious**, Express 37, Bartz Schneider. (7 boats)

DIV. II (101-177) — 1) **Hamburger Haus**, Olson 25, Jens Jensen; 2) **Triumph**, WylieCat 30, Jake Cartwright; 3) **Chesapeake**, Merit 25, Jim Fair; 4) **Encore**, Wylie Gemini Twin, Andy Hall; 5) **Eclipse**, Hawkfarm, Fred Hoffman.

(12 boats)

DIV. III (178-up) — 1) **Talisman Banana**, J/22, Gary Albright; 2) **Dominatrix**, Santana 22, Heidi Schmidt; 3) **Wuvulu**, Islander 30, John New; 4) **Dingo**, Farr 727, Alden Cramer. (9 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira; 2) **Chance**, Barry Lewis; 3) **Dayenu**, Payan/Jermaine; 4) **Twist**, Timo Bruck. (8 boats)

J/35 — 1) **Jarlen**, Bob Bloom; 2) **Kiri**, Bob George; 3) **Fast Lane**, John Wimer; 4) **Friday Harbor**, Ryle Radke. (7 boats)

ANTRIM 27 — 1) **Nemesis**, Martson/Shortman; 2) **Cascade**, Laraine McKinnon. (5 boats)

J/105 — 1) **Bald Eagles**, Paul/Liggett. (3 boats)
MELGES 24 — 1) **Carpe Cerevisiam**, Dean Daniels. (3 boats)

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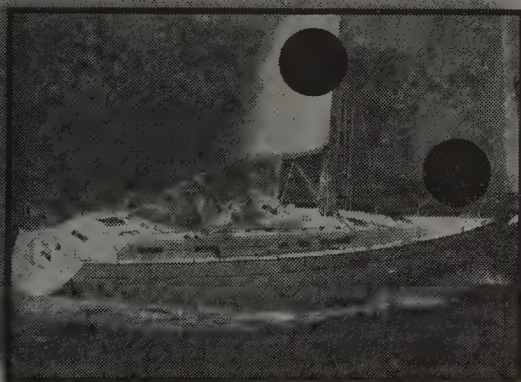
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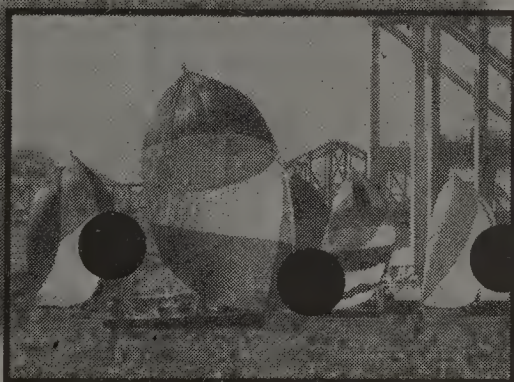
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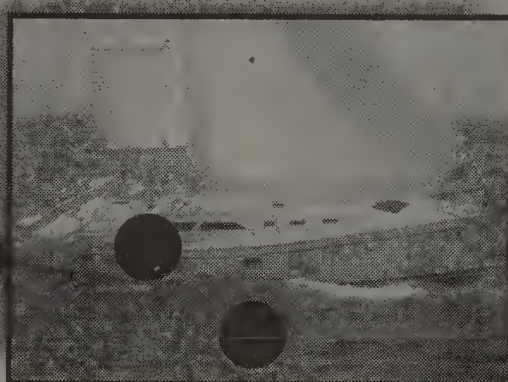
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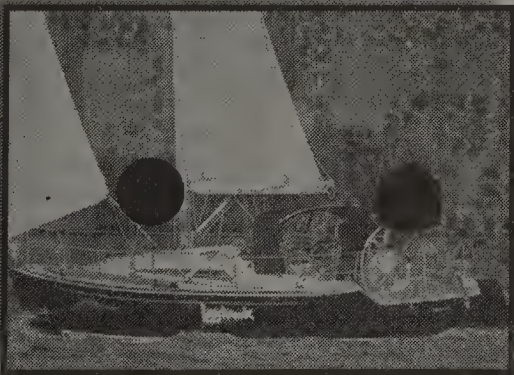
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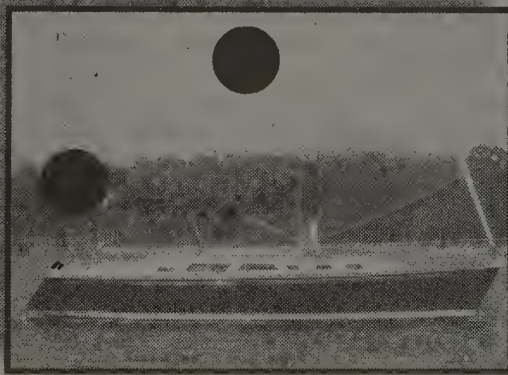
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BOOK 'EM, DANNO

We've been doing Christmas book reviews long enough that we're noticing trends. This year, for example, there were fewer 'coffee table books' and personal accounts, and many more in-depth looks at real life events like storms and round-the-world races.

Another trend is that we're getting a lot more books sent to us here at *Latitude* than we used to. Ten years ago, we'd get maybe six or eight a year — which we'd save up for quick reviews in the December issue to help those of you who want to give books as gifts. 'No books, no reviews' seemed a pretty good policy. This year, we got at least two dozen books, maybe more. Don't know if this is because the word is out, or the big publishing houses have suddenly realized their books probably won't get reviewed if reviewers don't have copies of them.

For that reason, for the first time, we've had to triage our selection. We simply don't have room to note every new sailing-related volume that came out in 2002. So this group of a dozen and a half books represents the ones we liked best, and that represent a good variety of racing, cruising, personal accounts, how-to, history, children's books, and so on.

What you will not find here this time are cruising guides, whale stories, or very many renewed editions of older works. We'll try to give the former their due in future cruising articles, and will have to let the latter sell themselves next time you're in your favorite nautical bookstore. Well, okay, one plug — Ray Jason's *Tales of a Sea Gypsy*, released last year, remains a fun read if you haven't sampled it yet.

Another emerging trend is that at least one staffer — and in a few cases, several — actually *read* almost every book you see on these pages. Which leads to the final trend: 2002 saw the release of some of the best books ever for sailors.

By the Grace of the Sea (Pat Henry, \$25) — Pat Henry's new book about her life and being the first — depending on how you look at it — American woman to sail around the world alone is a fascinating one. When Pat started out from her homeport of Santa Cruz aboard her Southern Cross 31 *Southern Cross* in 1989, she had plenty of things going against her, including hardly any money and very limited mechanical knowledge. But she saw what would become an eight-year voyage as an odyssey in search

of her self-esteem after a lifetime of difficulty and misfortune. By learning to "search for all the gifts buried inside all adversity," she managed to make it around the world despite often arriving in new ports with less than \$10. Written with detail and feeling, this story will particularly appeal to women. It's also a terrific book for any cruisers — or would-be cruisers prone to wallow in self-pity. Henry currently lives aboard *Southern Cross* in Puerto Vallarta, where she is an artist.

Tropical Cruising Handbook (Mark Smalders and Kim des Rochers, \$35) — If the tropics is your destination — in reality or only your dreams — we'd recommend you buy this book. The authors, who live aboard their 35-footer in New Caledonia, address all the special issues of the tropics, including weather, desirable boat features (moderate draft, good ventilation) and even the proper way to receive visitors. There's even a chapter on tropical environments and how yachties can avoid damaging these delicate ecosystems. Nicely done and a great resource for southbounders.

The American Sailboat (Gregory O. Jones, \$35) — The only "coffee table" book we are aware of in 2002, this book makes up for the dearth all by itself. Jones (the Wisconsin-based editor of *Sailing* magazine) traces the birth of recreational sailing from the very early days

until the early '80s, with special emphasis on the post-World War II boom — and the boomers at the helm. The text is wrapped around some great photography from the last half century, which thankfully minimizes glorifying the huge gold-platers and gives maximum exposure to the smaller craft that us real people sail. And speaking of reality, there's a whole chapter on West Coast sailing!

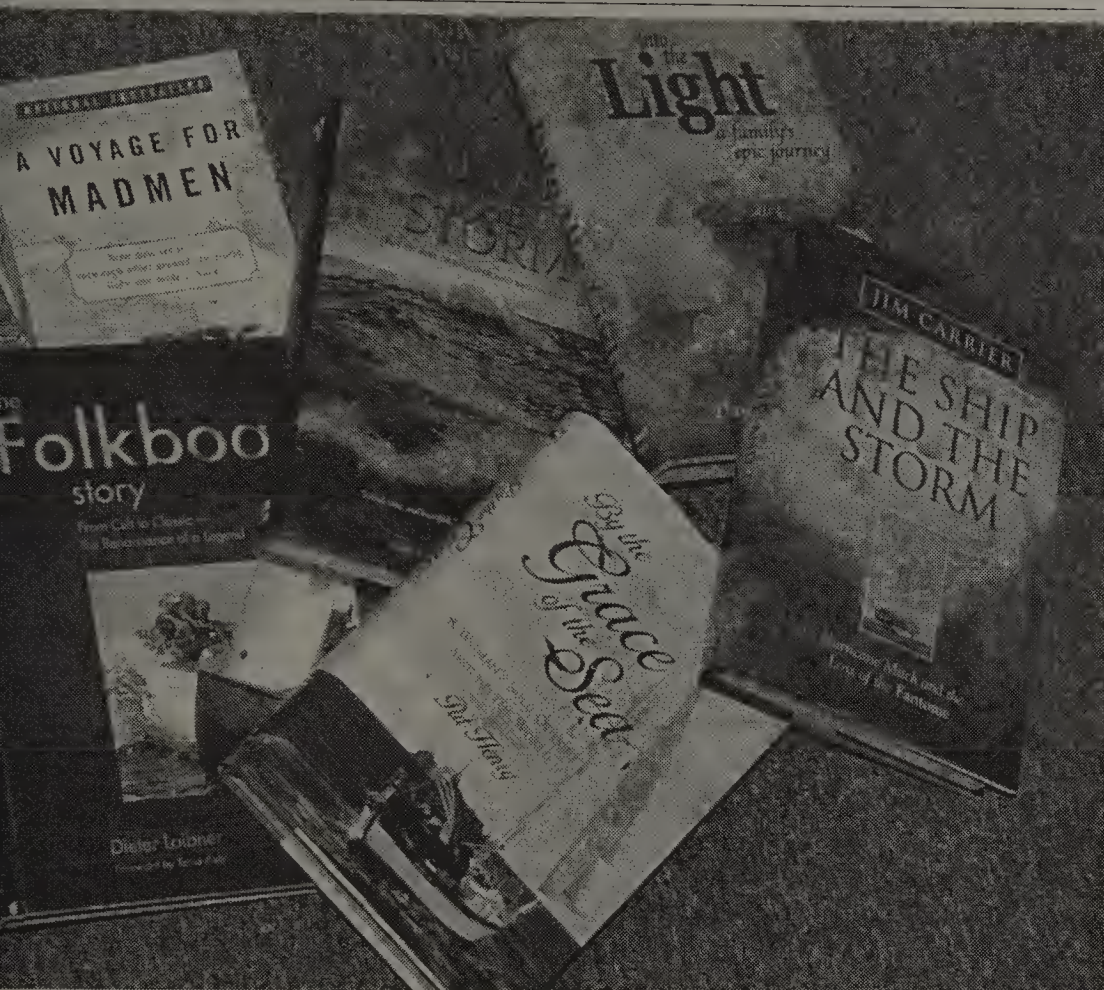
A nice book that left us wishing for more. Hopefully, Jones will one day complete the tale with a look at boats from the '80s through the present.

Bungee's Voyage (Sally Ford, \$15) — The only children's book in this year's list, this delightful story follows Bungee the dog on a single-pawed voyage across the Pacific. Modeled after an actual voyage to Tahiti made by the author's daughter, the story evokes many images of the cruising life for kids in the 4-8 age range — and, the author hopes, also instills in them a love of reading.

The Hinckley Guide to Yacht Care (Henry R. Hinckley III, \$25) — This is a book for those of us who, like Ratty in *The Wind in the Willows*, feel there is "nothing half so much doing as simply messing around in boats." The paperback version of this book first published in 1998, you could say this work takes routine maintenance to a level well, usually only associated with Hinckley



— THE BEST SAILING BOOKS OF 2002



yachts. If you want your varnish to look 10 feet deep, the chapter on "Exterior Bright-work" is worth the price of admission all by itself.

St. Francis Yacht Club 1927-2002 (Kimball Livingston, \$95) — Kimball Livingston's history of the St. Francis YC is a spectacular achievement in every sense of the words. The former sailing writer for the *Chronicle* and author of *Sailing the Bay*, Livingston's engaging style, ear for great quotes, and 'local knowledge' combine to make this one of the most enjoyable sailing books we've read ever. And the photos are as good as the writing. The book was created for St. Francis members, but a limited number of copies are available from the club to history buffs and the general sailing public. Is it worth the hefty price tag and a drive over there to get it? We think so.

A Voyage for Madmen (Peter Nichols, \$14) — Most sailors know of the *Sunday Times* Golden Globe Race — the first singlehanded round-the-world sailing race that started in England in 1968. But few know the whole story, which is the basis for this book. That story is nothing short of unbelievable, except that it happened. Nichols expertly captures the spirit of the time, the grand adventure and the personalities of the players, among them Bernard Moitessier, the ill-fated Donald Crowhurst, and eventual winner Robin Knox Johnston. One of the

few sailing books ever to make the National bestseller list, *Voyage for Madmen* got big thumbs-ups from everyone who read it here at *Latitude*.

After the Storm (John Rousmaniere, \$25) — This isn't a sailing book, per se, but it will have your blood pumping from the moment you pick it up. "A stroll through the burial ground in an old American waterfront town usually leads to at least one monument to a seaman or ship that did not return home," writes Rousmaniere — who most sailors will know as the author of the *Annapolis Book of Seamanship* and *Fastnet, Force 10*. The victims of storms at sea are the subjects of this book, both those who lived to tell and those who didn't, with special emphasis on how great storms can change people's lives forever. Among the main characters: Percy Bysshe Shelly, Theodore Roosevelt and the storm that inspired the hymn *Amazing Grace*. A great gift even for those who will never sail.

The Healthy Cruiser's Handbook (Janette Loomis, RN, BS and James H. Bryan, MD, PhD, \$17) — This book is not an exhaustively detailed manual for every ill that could befall someone sailing in a remote part of the world. It is, however, an excellent overview of what can happen, the basics of how to treat everything from broken bones to jellyfish stings — and perhaps most importantly,

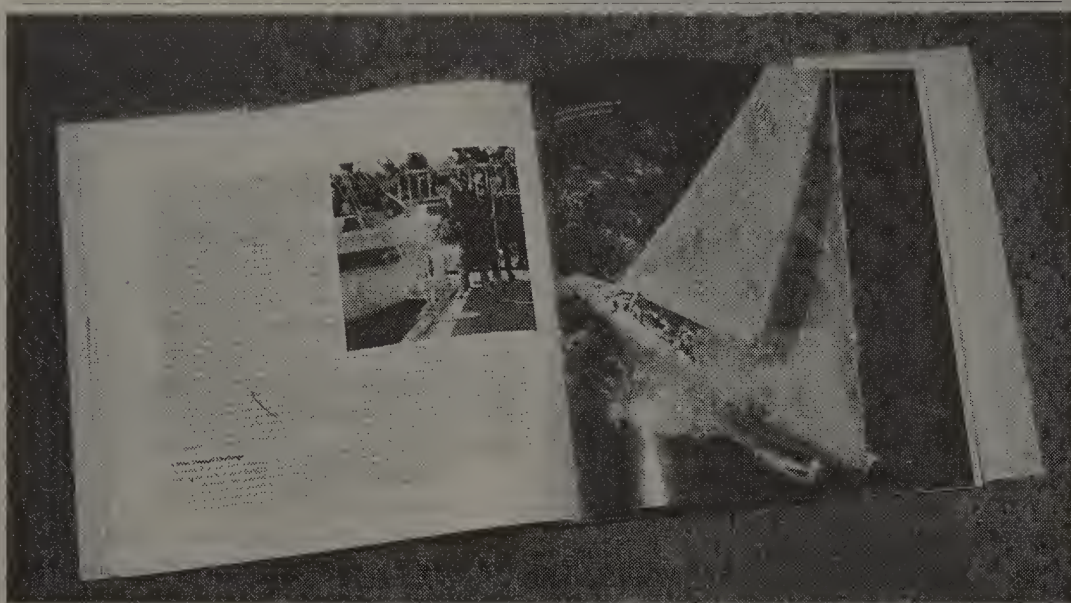
tips on how to prevent bad stuff from happening in the first place. Information is easy to find and understand, so much so that you could actually read this book from cover to cover and come away retaining a lot of general knowledge that could come in very handy if something happens while you're away from the boat — and the book.

Ocean Warriors (Rob Mundle, \$26) — "One of the younger crew turns around and says, 'What if (those icebergs) are connected?' I look at him and say, 'Then we're going to die.'" *Team News Corp* watch captain Gordon Maguire's only half-joking quote is one of a hundred serious, heartbreaking, hilarious and insightful comments in this tremendous book about the 2001/2002 Volvo Ocean Race. As he did with *Fatal Storm*, his previous book about the ill-fated '98 Sydney-Hobart Race, author Rob Mundle lets the sailors themselves tell most of the story of the Volvo. And they do it well. If you've ever wondered what screaming through the Southern Ocean at 20 knots, in a snowstorm, with low visibility and icebergs popping up all over the place on radar is like, fasten your seatbelt — this book will take you there.

The Ship and the Storm (Jim Carrier, \$25) — In late October, 1998, Hurricane Mitch roared through the Caribbean leaving a trail of death and destruction. Among the lost, the four-masted 282-ft charter windjammer *Fantome* and her 31 crew. Author Carrier explores the ship, her history and the people who were lost that day in a thoughtful book that tries, ultimately, to put together the final pieces of *Fantome's* final hours. Not an easy read, but one almost impossible to put down until the end.

The Lost Fleet (Barry Clifford, \$28) — Were it not for a clever ruse, the Spanish Main might well have become the French Main in the latter 17th Century. That's when a powerful French fleet sailed over, intent on wresting the area from Spain. Before the big attack, they mobilized the heretofore ragtag bunches of local pirates into a unified fleet and invited them to come along for the fun. Unfortunately, when two Spanish ships were sighted, the French commander ordered the whole fleet to give chase. The Spaniards, in perhaps the earliest example of the value of local knowledge, sailed around a submerged reef into clear water beyond. The entire French fleet sailed right onto the reef, losing most of their ships and many men. The pirates — most of whom held back and sailed free — decided that since they were all together anyway, they might as well go

BOOK 'EM, DANNO



sack a city. They did, and so started the golden age of piracy.

Clifford sheds light on some surprising elements of the pirate life during that golden age — fully a third of the Caribbean pirates (and several famed skippers) were ex-slaves; pirate crews operated on a prototypical democratic society, voting on where and when to go; and most pirate captains operated as official 'agents' of various governments. In between these fascinating revelations, he tells the story of the modern-day search and discovery of the wrecks of that long-ago French fleet. One of the best maritime history books we've read in years.

The Race (Tim Zimmerman, \$25) — This terrific book tells the in-depth story of The Race, the nonstop, no-holds-barred round-the-world race that started December 31, 2000 and had a winner two months, two days and 27,000 miles later. It details the main players behind the creation of The Race, as well as behind each of the maxi-catamarans that completed it, forever giving the phrase "going down the mineshaft" a whole new meaning. Voted "best sailing book I read all year" by one of the more prolific readers here.

Surfing the Wavelength (Ray Hall) — The subtitle "An Irreverant Look at the Birth and Growth of San Francisco's South Beach Yacht Club" pretty much says it all for this entertaining read. Don't expect a lot of serious, hard facts here. Instead, this is a compilation of newsletter articles written by author Hall (aka Racer Ray) in the yacht club newsletter. We don't know if he's distantly related to Jerry Seinfeld, but he has that comedian's knack for finding humor in everyday situations. For example, his 1997 advice to a skipper whining about the new rule requiring lifejackets: "Okay, for you only, no PFD required. But you

You won't find it in any bookstore, but Kimball Livingston's history of the St. Francis YC is fascinating reading.

must wear 40 feet of galvanized chain so they don't have to waste time looking for your sorry butt when you fall over the side!"

Skipper's Challenge (Dale R. Lydigsen, \$20) — Not everyone will like this book, but we did, and so did Walter Cronkite if you believe his cover blurb. A compendium of more than 900 nautical brain teasers, *Skipper's Challenge* tests your boating know-how in a non-threatening way that's actually fun. (Our kids even like being quizzed during boating weekends, although we have to remember to keep it light to keep them interested.) Questions are broken down by 'chapters' such as "Anchoring," "Navigation," "Safety" and "Tide and Weather," and vary from simple to challenging. As Cronkite writes, the book is "imaginatively conceived" and worth "hours of fun in the cockpit." And that's the way it is...

The Folkboat Story (Dieter Loibner, \$35) — Even if you've never sailed a Folkboat, or never intend to, we still recommend this book. Far more than a dry history, locally-based author Loibner talked to sailors from the four corners of the planet — folkboats are found everywhere from Sydney Harbor to both coasts of the U.S., to the Med to Scandinavia — and put every scrap of history, intrigue and humor into this book. A few of the personalities you'll meet: former British commando Blondie Hasler, who pioneered the self-steering windvane on four trans-Atlantic passages aboard his modified Folkboat *Jester*; Tania Aebi (who writes the forward) who sailed her Contessa 26 — a fiberglass copy of a Folkboat — around the world single-handed when she was 18; and Larry Edwards, a former Greenpeace cam-

paigner, who sails his Folkboat out of Sitka, Alaska in search of salmon. He feels the underwater shape and noiseless passage "attracts" Coho. Edwards may also be the only sailor on earth whose boat has been modified to carry deer he's hunted on the cabin top.

Into the Light — A Family's Epic Journey (Dave and Jaja Martin, \$30) — When the Martin family — Dave, Jaja and their three young children — go cruising, they don't fool around. No 'beaten track' or milk runs for these folks; from Bermuda, they headed their 33-ft sloop *Driver* north to Iceland, then spend the next three years gunkholing that fascinating country, a short jog south to show the kids Loch Ness, then back north to explore the west coast of Norway and as far north along Spitzbergen Island (latitude 79 N) as you can go without an icebreaker. Told with warmth, humor and concern for their children's safety, well-being and education with which every parent will identify.

The American Practical Navigator (Nathaniel Bowditch, \$50) — Sextants may largely have gone the way of the buffalo, but any cruising boat worth its salt would be crazy not to have a copy of *Bowditch*, as it's simply known, aboard. This is about the 9,000th edition of this watershed work by ol' Nat. And though he's been dead for over 160 years, some dedicated folks at the National Imagery and Mapping Agency keep this book up to date with the latest in new maps, current charts and wind information — as well as information on things Bowditch probably never even dreamed of, like radar and GPS. Also includes sight reduction tables in case the 12 GPS receivers on board your boat all go dead and you actually have to use a sextant. When not being used for navigating, this big book might come in handy for beating off giant squid or tenderizing abalone.

While *amazon.com* is handy and all, we encourage readers interested in purchasing any of the foregoing books to patronize the fine maritime bookstores in the Bay Area, such as Waypoint at 1813 Clement in Alameda. (You Southern Californios head to Seabreeze in San Diego.) Besides books, these stores can satisfy all your chart-buying, Christmas card, 2003 Calendar, and other needs — while helping these faithful advertisers continue to serve the maritime community.

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SEASON CHAMPIONS, PART II —



"The harder the conflict, the more glorious the triumph."

— Thomas Paine, 1737-1809

On that Paineful note, welcome back to the second installment of our three-part tribute to the Bay Area's 2002 season champions. This month, we shine the spotlight on the winners of 18 different one design keelboat classes — eleven from the ever-thinning ranks of the One Design Classes Association (ODCA) and seven more of the 'stand-alone' classes, for lack of a better term. Last month, you may recall, we already profiled the two biggest and most prestigious 'stand-alone' classes on the Bay, the Farr 40s

and the ubiquitous J/105s.

With the defection of the J/105s from ODCA last year, this is the first year more one design boats are sailing outside of ODCA than in it — and, frankly, these 'renegade' classes are prospering and showing no signs of coming back into the YRA fold. It's no secret that the Farr 40s and J/105s, plus the seven other 'non-ODCA' classes which appear in the following pages (Melges 24s, J/24s, Moore 24s, Etchells, Express 37s, J/35s and, new this year, the J/120s) all enjoy much "harder conflicts" and therefore presumably "more glorious triumphs" (not to mention better race management and better race venues) than their ODCA

counterparts.

Meanwhile, ODCA continues to wither away — including a startling mid-season disappearing act from the five-boat Santana 35 fleet. The remaining 11 ODCA classes counted 96 entrants, with just 69 boats qualifying (i.e., sailed in more than half the races). That's down significantly from 123 entries last year, with 103 qualifiers. And that was down from the year before, and so on — in fact, just four years ago, there were 18 ODCA classes. In the immortal words of spaceman Jim Lovell: "Houston, we have a problem."

Only two of the ODCA classes could



Smokin'! — A trio of Melges 24s romp on the Berkeley Circle. Photo 'latitude'/rob.

be described as 'healthy', the Santana 22s and Islander 36s, both non-spinnaker classes which qualified 11 boats this summer. Two other classes are fairly solid, the Merit 25s (seven qualifiers) and the Olson 25s (six). However, most of the classes (Ariels, Cal 29s, Catalina 30s, Express 27s, Newport 30s and Tritons) are hovering on the brink, having qualified just five boats, the bare minimum to keep an ODCA start. The Antrim 27s, however, only qualified four boats and will be on probation next year — they're not off the ODCA highway yet, but they look to be

heading for the exit ramp.

Incoming ODCA president Mike Dickson, an Islander 36 sailor, will be wrestling with the shrinking state of the ODCA union next year. However, as more and more classes fade away, switch over to HDA or go independent, we can't help but wonder if ODCA's days are finally numbered. Hopefully it can find a way to reinvent itself (merge with WBRA?), as the organization still serves a purpose for the older, less competitive one designs.

On a more positive note, the independent classes — all of whom have websites, if you're inclined to learn more

about them — are doing just fine, thank you. However, on the no-news-is-good-news theory, and in the spirit of the season, we'll spare you any further pontifications — let's get on with the show!

Paine, one of our more colorful founding fathers, is also credited with coining the expression, "Either lead, follow, or get out of the way." Turn the page to meet 18 sailors who chose the first of those three options, rising above their peer groups in one design racing, arguably the purest form of the sport.

Congratulations to everyone!

— *latitude/rkm*

SEASON CHAMPIONS, PART II —



Antrim 27 — Always Friday
John Liebenberg, RYC

CREW: Wife Ellen, 11-year-old son David, Rudy Salazar, Andy Biddle, Jim Antrim, Steve Lefczik and several others.

COMMENTS: Liebenberg, a recently-retired mechanical engineer, now works part-time at Pineapple Sails. This was his second ODCA title — he won the Express 27 ODCA 18 "long years ago" with *Friday*.

QUOTE: "The turnout was disappointing, though it should improve next year!"

2) *Kind of Blue*, Steve Saperstein, RYC; 3) *Abacadabra II*, Robin Kessel, CYC. (8 ent.; 4 qual.)



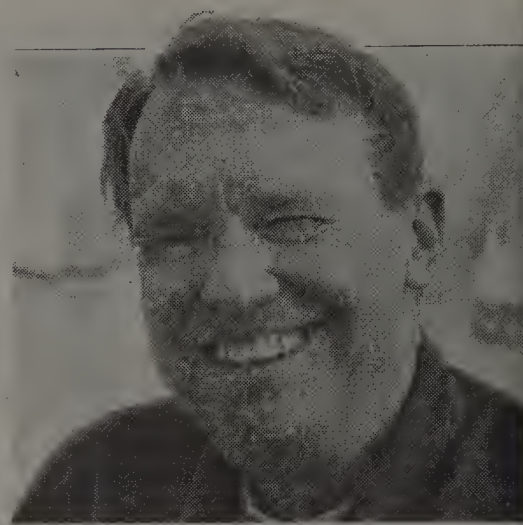
Ariel — Pathfinder
Ed Ekers, SCYC

CREW: Dr. Debbie Sellmeyer (jib/fore-deck) and wife Lisa Ekers (main/everything else).

COMMENTS: Ekers, a retired Santa Cruz fire chief, fired off a string of bullets in the second half to win the title for the sixth time. *Pathfinder* is now 40 years old!

QUOTE: "Next year, we'll be focusing on special regattas. However, we hope to return to ODCA in 2004."

2) *Menhune*, Alan Page-Russell, CSC; 3) *Constellation*, John Lincoln, BVBC. (8 entered; 5 qual.)



Cal 29 — Serendipity
Thomas Bruce, RYC

CREW: Rich Bruce (son), Ed Bratt, Mark Stanley, Craig Pendergast, William Nadel and Jeff Saunders.

COMMENTS: Bruce, an East Bay pathologist, has owned *Serendipity* since 1975. He took eight bullets en route to winning his fourth season championship.

QUOTE: "We had a great season, with an excellent crew who were determined to retake The Horn (perpetual trophy)."

2) *Bluejacket*, Bill O'Conner, SBYC; 3) *Whirled Peas*, Philip Hyndman, BVBC. (6 entered; 5 qual.)



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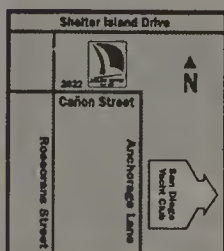
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ONE DESIGN



Catalina 30 — Starkite
Laurie Miller, BYC

CREW: Doug Keller, Rob Schulman, Dawn Chesney, Maria seFeroglou, Nancy Ceridwyn and Bob Gunion.

COMMENTS: Miller has raced *Starkite* for 11 years, moving up from beer cans, to HDA, and then ODCA in 2000. This was her first season title.

QUOTE: "Our crew has made incredible progress in one year and — most importantly — we're having lots of fun!"

2) *Goose*, Michael Kastrop, SBYC; 3) *Eurydice*, George Biery, BYC. (7 entered; 5 qualified)



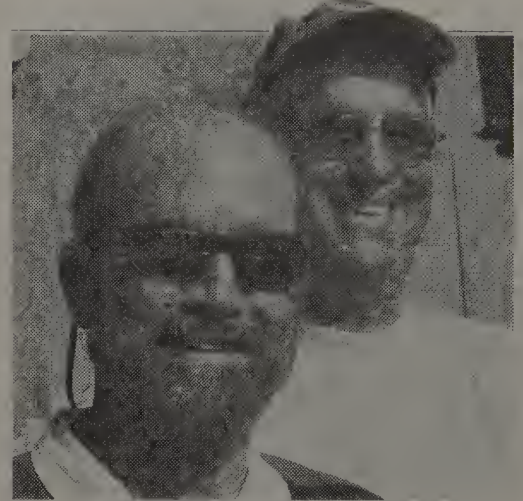
Etchells — Mahalaga
Peter Vessella, StFYC

CREW: Tracy Usher, Scott Gordon and appearances by Matt Carter.

COMMENTS: Vessella, a retired entrepreneur originally from RI, also sails Stars and Lasers with great success. The Etchells Worlds will be here in '05, and the fleet will only get more competitive.

QUOTE: "The season came down to the last regatta, but we came through in the clutch — a true team effort!"

2) *Dinner Roll*, Jeff Moseley, SFYC; 3) *Celebration*, Fischer/Morss, SFYC. (23 boats)



Express 27 — Baffett
Baskett (left)/Baffico, StFYC

CREW: Nick Burke, Dan Mills, Adam Borcharding, Synthia Petroka and Jen Scaring.

COMMENTS: *Baffett* has won MORA titles and the Express 27 Nationals last year, but this was their first one design title. The season came down to the wire with *Swamp Donkey*.

QUOTE: Our class keeps growing, with 38 boats racing in qualifying events."

2) *Swamp Donkey*, Sellers/Brown/Robbins, StFYC; 3) *Magic Bus*, The Deeds, TISC. (18 boats)



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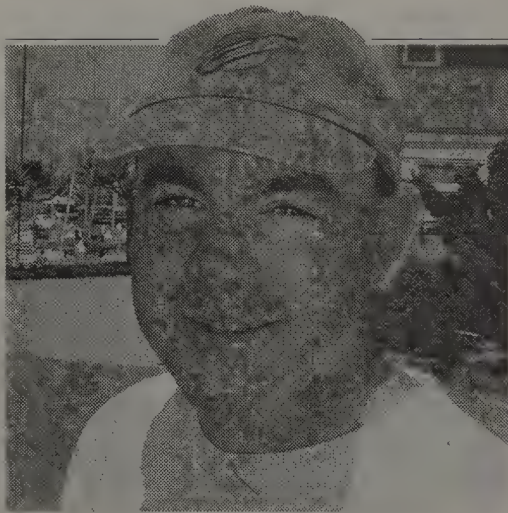
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SEASON CHAMPIONS, PART II —



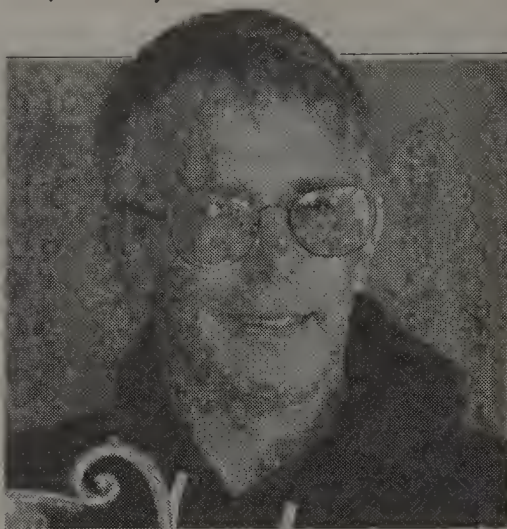
Express 37 — Eclipse
Mark Dowdy, SFYC

CREW: Bill Melbostad (tactician), Craig Page, Ruth Suzuki, Jason Bright, Tom Paulling, Bryan Moore, Suzie Lahey, Mike Brilliant and David Parker.

COMMENTS: Dowdy, an IBM executive, won the ODCA title for the third time. The fleet remains strong, with several new owners committed to racing next year.

QUOTE: "The key to success is to just go out and have fun — and we did!"

2) **Expediious**, Bartz Schneider, SFYC; 3) **Melange**, Jim & Petra Reed, StFYC. (7 entered; 5 qual.)



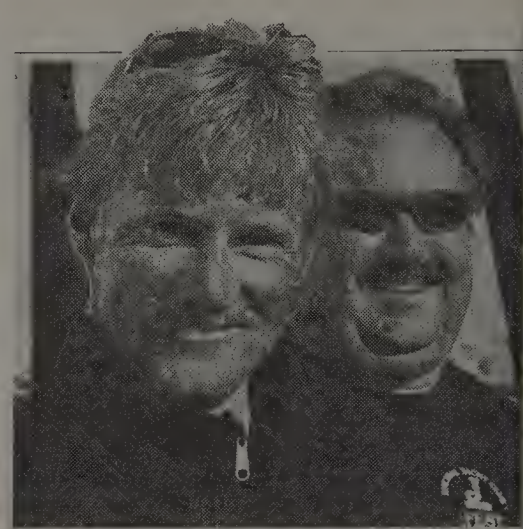
Islander 36 — Zoop
Paul & Mary Tara, SCYC

CREW: Wife Mary, son Patrick (age 8), lots of McKinnons (Ray, Cindy, Ian, Jim), Buzz and Taylor Ballenger.

COMMENTS: Tara, a real estate appraiser and former dinghy sailor, is now 2-for-2 in the I-36 class. At age 54, he got the chicken pox and couldn't sail the Knox Race — but his crew rose to the occasion.

QUOTE: "When the going gets weird, the weird luck out!"

2) **Blue Streak**, Donald Schumacher, SFYC; 3) **Tom Cat**, Barry Stompe, NoYC. (13 ent.; 11 qual.)



J/24 — Nixon Was Cool
Shickel (left)/Wiard, StFYC

CREW: David Wiard (owner), Kermit Schickel (driver), Marcella Wijzen (Seadon's sis), David Morgan, Katie Townshend.

COMMENTS: This was Dave and Kermit's second consecutive title. Wife Julie Wiard also won it in '99.

QUOTE: "It was much closer this year. Next season we should see strong contention for the two local qualifying positions for the '04 Worlds in Connecticut."

2) **Rail to Rail**, Tom Henneberger/Rich Jepsen, OCSC; 3) **Woof**, Alan McNab, StFYC. (15 boats)

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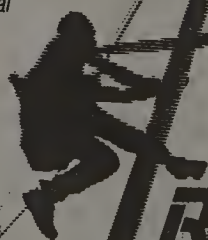
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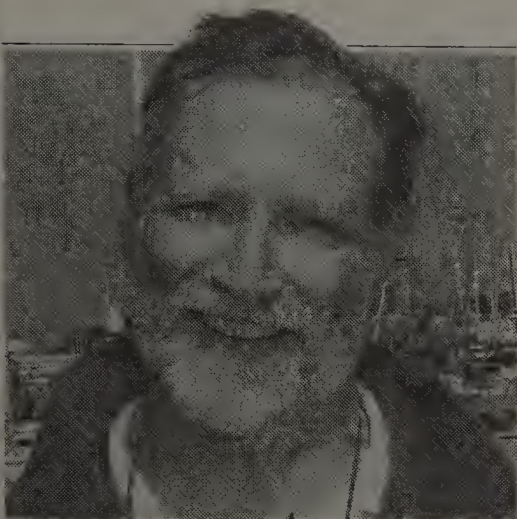
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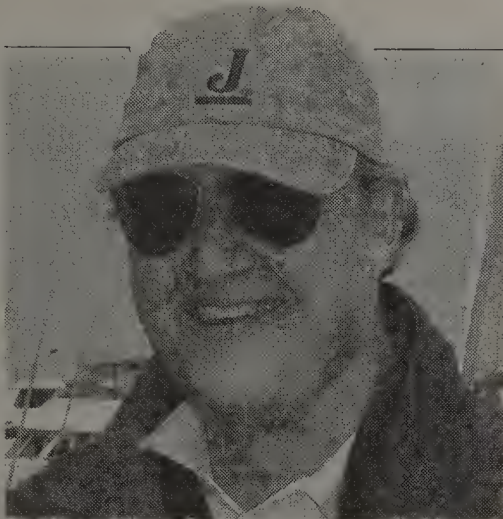
J/35 — Fast Lane
John Wimer, SFYC

CREW: Jim Forester, Pat Lopez, Denise Rebar, Lindsey Johnson, Gary Ohst, Brian Gauny, Christopher Ames and "magic man" Brian Richards.

COMMENTS: Wimer, a SoCal transplant living in Half Moon Bay, won the season title in his first attempt. He may go to the J/35 NA's in Toronto next fall.

QUOTE: "Despite lots of gear failure, we always stayed focused on the game."

2) Jarlen, Bob Bloom, SYC; 3) Kiri, Bob George, RYC. (9 boats)



J/120 — Mr. Magoo
Steve Madeira, StFYC

CREW: Ed Broberg, Chris Chapman, Ike Cooper, Tom Glockner, Dave Grandin, Jeff Lawson, Kim McDade, Greg Meagher, Kyle Mortara, Jack Roosevelt, Paul Sidorenko and Ken Thompson.

COMMENTS: Despite losing the BBS on a tiebreaker, *Magoo* won the inaugural 28-race J/120 season title.

QUOTE: "We've had to raise our game as our competition is rapidly improving."

2) *Chance*, Barry Lewis, SSS; 3) *Twist*, Timo Bruck, EYC. (8 boats)



Melges 24 — Tropical Storm
Doug & Kerry Forster, SFYC

CREW: John Gutenkunst, Jainie Miklanus and Tom Wadbrook.

COMMENTS: The Forsters, who met on the collegiate dinghy circuit two decades ago, previously won in '99. The fleet is getting increasingly competitive, as the Melges 24 Worlds are here next October.

QUOTE: "Our fabulous team has been together four years now, and we believe in having fun both on and off the water!"

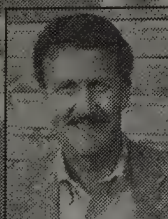
2) *Trailblazer*, Zarko Draganic, SFYC; 3) *Team Quantum*, J.Glockner/T. Duffy, StFYC. (15 boats)

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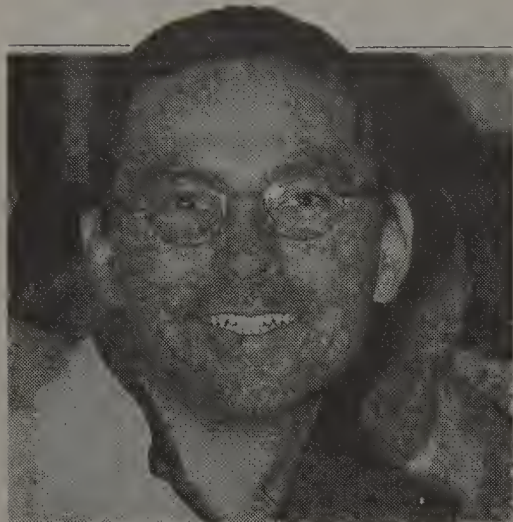
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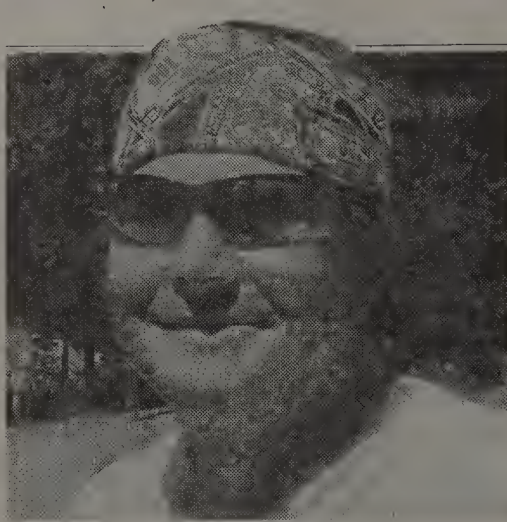
Merit 25 — Loose Lips
Phill Mai, BYC

CREW: London Hoff, Taryn Ettl, Patrick Bareiss and Matt Wolle.

COMMENTS: Mai, a mechanical engineer, unseated perennial champs Jim Fair and Paul Kamen in the class's first year back in ODCA since 1990.

QUOTE: "Our upwind speed was better in the second half. I got a lot of practice steering the ill-fated Pac Cupper She-nanigans back from mid-ocean!"

2) Chesapeake, Jim Fair, BYC; 3) Half Fast, Bill Schwob, SSS. (8 entered; 7 qualified)



Moore 24 — Sparrowhawk
Vaughn Seifers, RYC

CREW: Jim Wheeler, Nick Nash, Sean 'Chainsaw' Young, Tony Fisher and Ricky Racoon.

COMMENTS: Seifers and his "Dumb America Syndicate" previously had a stranglehold on the Hawkfarm season title. They won the 8-race Roadmaster Series by one point in their first attempt.

QUOTE: "Sometimes you win, sometimes you lose, and sometimes it rains."

2) Eclipse, Brad Butler, NoYC; 2) One Moore, Tom Wondollock, EYC. (43 boats)



Newport 30 — Harry
Dick Aronoff, StFYC

CREW: Eric Sultan, Richard Schulba, Nick Abitsch, David Suder, Stuart Engle, Randy Piazza, Alex Francis, Ian Ekholm.

COMMENTS: Harry was built in 1974 and Dick has now raced her (him?) for 28 years. This is his first ODCA title.

QUOTE: "The previous N-30 champions all took a personal interest in teaching me how to sail — winning the season is a testament to their instruction!"

2) Fast Freight, Bob Harford, BYC; 3) Hot Chocolate, Jon Nicholas, CYC. (9 entered; 5 qualified)

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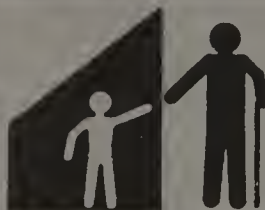
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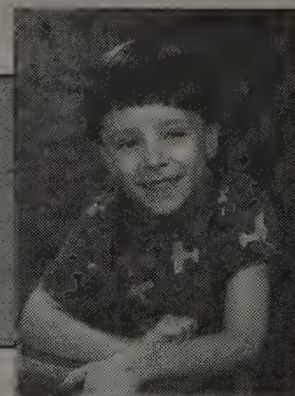


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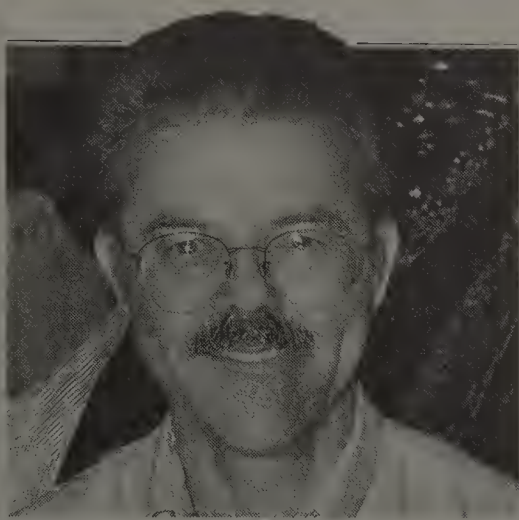
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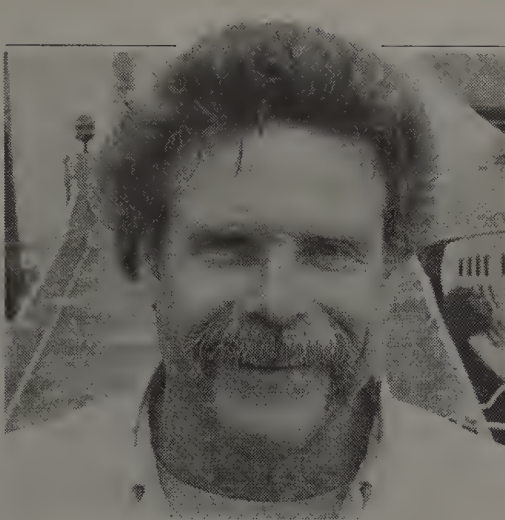
Olson 25 — Baleineau
Charlie Brochard, CYC

CREW: Robert Hurliman (tactician), Jeff Nelson, Suzanne Walsh, and Kurt Wessels. Candace (wife) and Colin (son) Brochard filled in throughout the season.

COMMENTS: *Baleineau* ("little whale") won the ODCA title and the Nationals for the fourth year in a row!

QUOTE: "We survived the second half without Robert, who took off for the South Pacific. It's going to be tougher next year."

2) **Blazing Saddles**, Derik Anderson, RYC; 3) **Hamburger Haus**, Jens Jensen, EYC. (8 ent.; 6 qual.)



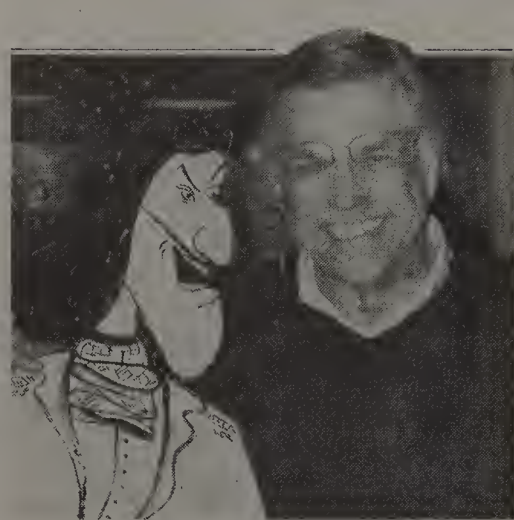
Santana 22 — Soliton
Mark Lowry, RYC

CREW: Jim Bonlie, Mustafa Cardakli, Dominic Greenwood, Willy Sagun, Steven Bond and Deb Lowry (shore support).

COMMENTS: Lowry has now won the Tuna 22 title "about 7 or 9 times" in 19 years. *Soliton* is currently for sale, and Mark is contemplating either an Express 27 or a Moore 24 next.

QUOTE: "Santana 22s are the best value in one design racing, no question."

2) **Anemone**, Hank Lindemann, AYC; 3) **Tackful**, Frank Lawler, SSS. (17 ent.; 11 qual.)



Triton — Captain Hooke
Tom Newton, RYC/VYC

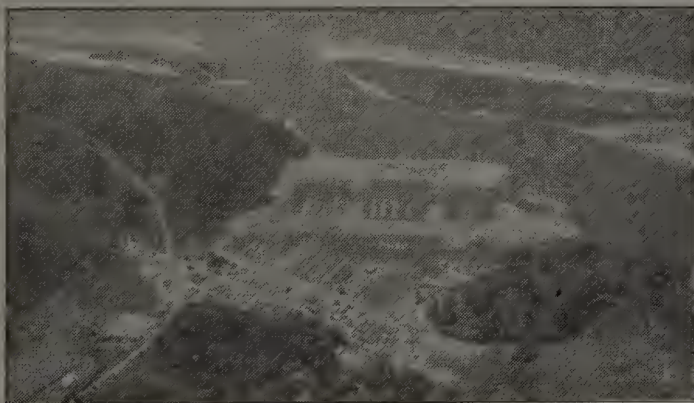
CREW: David Newton (co-owner), Steven Newton, Frank Woodward, Mike Gibson, Pat and Kelly Gilleran, Andy Shepard and Mike Bull.

COMMENTS: Brothers Tom and David have now won six Triton season championships, as well as one Nationals. They took four bullets in their nine-race ODCA series to win by a comfortable margin.

QUOTE: "We sucked less."

2) **Sleepyhead**, James Kuykendall, VYC; 2) **Dogstar**, Larry Suter, EYC. (5 ent.; 5 qual.)

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MAX EBB — THE SPIRIT

I was looking forward to attending at least one holiday party without the usual faces from the yacht club. Imagine how interesting it would be to talk about something other than boats, sailing and club politics in a social setting. But it was not to be.

My first clue should have been the house numbers on the garage door. Not the usual hardware store block italic, not even a stylized script. This particular font is only associated with one application: sail numbers used by one of the local lofts. And if that wasn't a tip-off, the footlights along the path down from the road left no doubt: the path was marked by dimly flashing red on the right and green on the left, guiding guests who knew "red right returning" around the bend to the front door.

In the moonlight I could see links of heavy anchor chain lining the path. There was an old anchor on the gravel to port, and artificial piling tops tied together like mooring dolphins lined the front of the house, as if they were needed to secure the structure in its loading berth. There was no grass in this front yard, for reasons that I could easily guess — although an ancient sailing dinghy full of earth appeared to have been used at one time as a planter.

The front door was flanked by the obligatory antique red and green running lights. But no doorbell — the closest equivalent was a large ship's bell mounted on the bulkhead to starboard. Since it was almost exactly seven o'clock — I was right on time — I dutifully rang six bells in three sets of two.

The invite for this particular party had stipulated that each guest should contribute one wrapped gift to the usual round-robin gift exchange. Everyone throws their package in a pile, and then we draw numbers and go around the room picking a gift or swiping someone else's. We all knew the drill. But this time there were additional conditions: the gift had to be a book. Furthermore, books purchased new were not allowed — the book had to have been received as a gift, or purchased used.

I was bringing a copy of Robert Manry's *Tinkerbelle*, an account of a 1965 Atlantic crossing in a 13-foot sailboat — the smallest boat ever to cross the Atlantic at the time. Used copies are easy to find, and I like to give it as a gift to non-sailors because of Manry's relative inexperience as a sailor when he first undertakes the project. The writing is very accessible to people with only a little

bit of sailing background.

Roxanne Scholes opened the door. I hadn't seen her since the last yacht club dinner meeting, but before we could exchange greetings my eyes couldn't help sweeping across the environment I had just entered. The walls were covered with fishing nets and floats, paintings of famous clipper ships and racing yachts, harpoons and spinnaker poles. Shelves were spilling over with ancient sextants, chronometers, racing trophies and loose various blocks and cleats — about an equal mix of antique gear and potentially useful spare parts. The floor was made of wide wood planks, stained a dark color with contrasting wood bungs covering up the fasteners. Hammocks full of sailbags swung from the ceiling. The coffee table was a huge ship's wheel with a glass top, and the whole scene was illuminated by rewired foc's'l lamps. I was so taken aback that I barely noticed the recorded bosun's whistle.

"Rapture of the deep," whispered Roxanne, aware of my sensory overload. "The booty goes in that cargo net."

I tossed my gift-wrapped book into the net with a few others, and made my way over to the couch.

Stan Chun, manager of the local boat yard, was already there nibbling on the beef jerky and ship's biscuits that had been set out as an appetizer. Rusty Boldt, the yard mechanic, was there too.

"I didn't know the Beaches were sailors," said Stan. "Where are Sandy and Rocky?"

"Putting Sonny to bed," he answered as the ship's clock struck seven bells for real. But before I could discuss my next haulout with Stan, the front door opened and more sailors spilled in.

I knew most of them as the crew on one of the club's larger racing boats: Phil Chute, Jay Locke, Guy Block, Jenny Cringle and Barney Post (who also races on Star boats). They were followed by the Stay brothers, Bob and Jack.

Sandy Beaches returned to the living room with another tray of salt pork and hardtack. "Rocky is on watch with Sonny," she explained as she put the tray on an end table made from an engine room telegraph. "Bedtime story."

"What are his favorites?" I asked.

"It's a book called *Captain Abdul's Pirate School*, by Colin McNaughton. We have to read it to him again and again."



The room was filling up with sailors. The only possible exceptions were two women named May Day and Lilly Pond, who I didn't recognize at all. And some of the cruisers, Martin Gayle and Dan Forthe, I hardly ever saw because they were always working on their boats. Also Annette Hauler, even though she was only interested in commercial fishing, and I recognized Marina Bill from the harbor master's office. Doc Bocks was there too, and so was Dusty Bilge, the marine surveyor.

The drink of choice appeared to be based on diluted rum, which went well with the biscuits and salted meats. One tray was full of dried fish, a kind of mahi-jerky which Rocky claimed was exactly like what they had made on their last cruise, before Sonny was born.

The outside bell rang a crisp seven bells, as the time was now 7:30.

"Come aboard!" shouted our host, and the door swung open to reveal an out-of-breath Lee Helm and her bike. There was another bike and another guest behind her.

"This is Flo Field," said Lee by way of introduction. "She's a theoretical fluid



dynamicist doing post-doc work in my department."

Rocky instructed them where to put their bikes and their gifts.

"What do you think of these digs?" I asked Lee after the bikes were moored.

"Awesome!" she exclaimed as she studied a framed 1859 chart of San Francisco Bay. "They could open a museum."

"Or a seafood restaurant," added Flo.

"General quarters!" announced Sandy as she dragged the net full of gift-wrapped books onto the rope-work rug in the middle of the living room. Most of us correctly interpreted this to mean that it was time to draw a number and form a circle around the gift pile.

Each of us in turn reached into a sailbag and pulled out a salt or pepper shaker shaped like a miniature channel marker with a different number on it.

"For some reason we keep getting these as gifts," explained Sandy. "But as you can see we've found a use for them."

"I know a powerboater back east who uses them in the wheelhouse to keep track of which sides the buoys are sup-

posed to be on," said Martin. "In lakes and rivers, sometimes it's not clear if you're returning or departing."

"Number one!" Rocky called out. "Choose a book!"

Winn Mohr, the owner of the big racer, was first: He selected one of the largest and most elaborately wrapped packages, and it turned out to be an obsolete copy of Chapman's *Piloting, Seamanship, and Small Boat Handling*.

"1962," he said with some disappointment as he read the publication date.

"Kewel," remarked Lee. "That's like, the best edition, before they started to dumb it down."

Rusty Boldt was next, and drew a very old copy of *Two Years Before the Mast*.

"Haven't read this in years," he said.

Martin Gayle then picked out a real plum: *Ocean Racing*, by Alfred F. Loomis, published in 1937.

"Someone's giving away a copy of a '37 Loomis?" Winn said in astonishment. "Where did that come from?"

"It was one of my duplicates," confessed Jay Locke. "Not hard to find in the used book stores."

"I've got to have that book!" he said,

probably wondering why his crew hadn't given him a chance to buy it before giving it away at random at a party.

"Don't worry, you can swipe it when it's your turn."

But Guy Block had number four, and he pointed right at the Loomis book when it was his turn. Martin handed it over, and in turn asked for Rusty's copy of Dana. So Rusty picked from the pile, coming up with *Tug of War*, by Richards.

"That's a great story," said Annette. "About the adventures of a World War II Army tugboat captain, mostly set on the Intracoastal Waterway. A must read if you cruise the Waterway."

"I'll check it out," he said, but I could tell he was less than thrilled.

Next out of the wrapper was *Ship of Gold in the Deep Blue Sea*, by Gary Kinder, picked by Sandy.

"I've heard about this one," she said. "Supposed to be really good, combining lots of historical background with a modern salvage story — but much better than most of that genre. Thanks, whoever brought it."

"Bad tactics to gush over a gift when it can still be swiped," whispered Lee.

"No one would have such bad manners as to swipe a book from the host," I whispered back.

The next person up proved me wrong. *Ship of Gold* went to Dan Forthe, and Sandy unwrapped *Maverick Navy*, by Alexander Moffa, apparently another war story. Annette knew about this one, too: "It's about a rich kid who joins the naval reserve at the start of World War I, thinking he'll be assigned to daddy's yacht for coastal patrol — but he ends up commanding a subchaser. Lots of fun."

Then Lilly Pond, selecting the smallest package in the pile, found herself with a paperback copy of *Master and Commander*, by Patrick O'Brian.

"She's doomed!" shouted one of the guests. "Done for!" added another.

Lilly looked confused.

"It's the first volume of one of the most addictive series of novels ever written. You'll see."

My turn was next, and I decided to take my chances with the pile. I drew *The Wrecker*, by Robert Louis Stevenson. I probably shrugged unconsciously. I knew that *Treasure Island* was a great children's story, but had never heard of this one.

"Wow, that's one of the best sea stories ever written," said Jack Stay, who knew it well enough to quote a line: "Talk in the South Seas is all upon one pattern; it is a wide ocean, indeed, but a narrow world. . ."

MAX EBB

"Okay, I'll give it a try," I said as I started to read, skipping the introductions and forwards and author bios and going straight to Chapter One.

But several moves later, when I had lost track of everything going on around me, the book was suddenly yanked from my hands in mid-sentence.

"Your turn to choose again, Max," Lee explained. "Take your chances with a wrapped gift, or swipe one that's open."

"Okay, I want *The Wrecker* back! It was just getting interesting."

"Is the 'no reversals' rule in effect?" asked Phil.

"Of course," said Guy. "Otherwise how could a book ever be swiped?"

"Nothing about reversals in the rules tonight. The only thing stipulated was that a book could only be swiped twice, then it's frozen."

After a long debate it was determined that "no reversals" was on by default, even though it had not been explicitly stated. *The Wrecker* was gone, so I reluctantly got up to pick another book

from the pile.

"Not to worry," said Lee. "I think *The Wrecker* is one of the books that's been put online by the Gutenberg project, along with thousands of others in the public domain. Try www.promo.net/pg."

This time I chose a big heavy volume, and it turned out to be *Let the Sea Make a Noise*, a history of the North Pacific "from Magellan to MacArthur" by Walter McDougall. It looked like heavy reading in every sense of the word. Long, scholarly and very dry. "Oh well," I thought, and sat back to watch the show as grown men and women fought like two-year-olds over the possession of trivial objects.

Fortunately there were more books than guests, so we went around another half turn, giving the people who chose early — and perceived themselves to be stuck with something — another chance to swipe a book that was more to their liking.

When the dust settled, May Day ended up with *Tinkerbelle*. Stan got an original copy of L.F. Herreshoff's *The Complete Cruiser*. Jay Locke scored himself *The 30 Million Dollar Cup* by Jerome

Brooks, from 1958, said to be one of the better histories of the pre-12-Meter America's Cup days. A hardback edition of Ernest K. Gann's *Song of the Sirens* went to Dr. Bocks after a very hard fight.

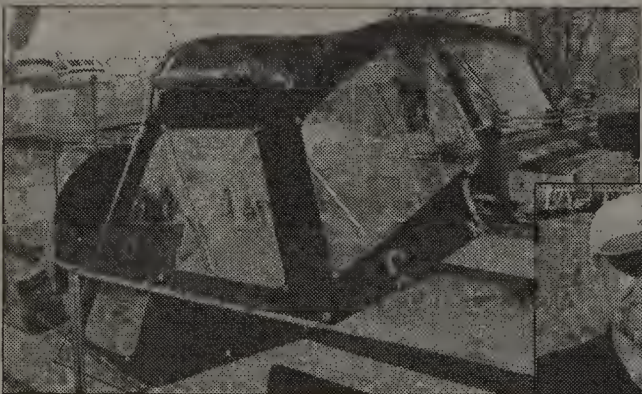
Sandy and Rocky Beach managed to wind up with *Trekka Round the World* by John Guzzwell and *Alone Through the Roaring 40s* by Vito Dumas — although it was hard to imagine that they didn't already own both of those classics.

And Winn Mohr, after back-channel deals, threats, bribes and dubious accounting practices, was finally able to take home the 1937 edition of *Ocean Racing* by Alfred F. Loomis. It was the first round-robin gift session I had been to that didn't end up with a lot of the gifts "inadvertently" left in the hosts' living room.

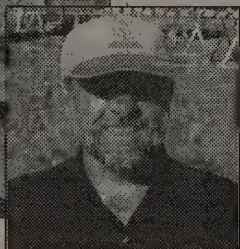
Late that night I picked up *Let the Sea Make a Noise* just to see what I had been saddled with. And the lights didn't go out 'til four in the morning.

— max ebb

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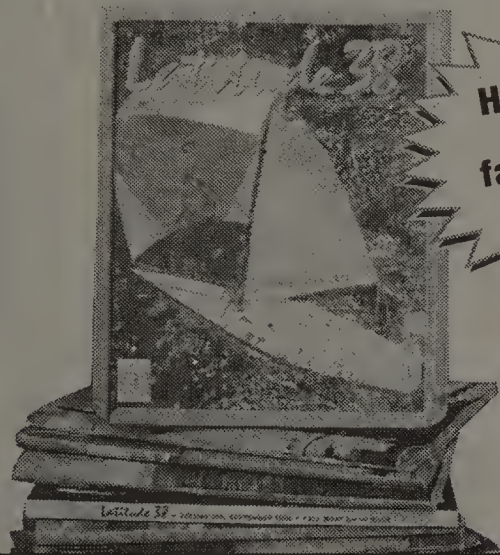
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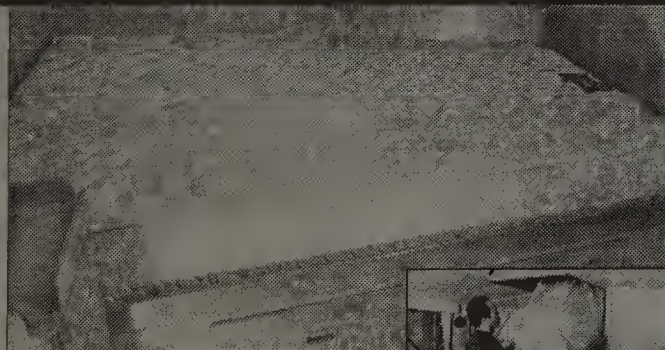
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THE RACING

With reports this month on seven light-air midwinter series, the inaugural Isla Navidad Race, the Gay Games in Sydney, the Farr 40 Worlds in Nassau, and the usual jumble of race notes at the end.

SFYC Pre-Holiday Regatta

A total of 33 boats sailed in San Francisco YC's light-air Pre-Holiday Regatta on November 16-17. Four races (two a day) were scheduled on the Southampton course, but that proved overly optimistic. Like last year, the series wheezed to a conclusion after two races on Saturday and just one slow race on Sunday. Also like last year, Tom Thayer and Dick Watts' Farr 40 *Non Sequitur* was the big winner with an identical 1,1,2 record.

"It was pretty painful, despite winning again," allowed *Non Sequitur* tactician Will Paxton. "We even had to anchor in Saturday's first race."

At least the Farr 40s and other big boats — including three SC 52s and the Andrews 56 *Cipango* — had the horsepower to make it around the course,

familiar Olson 34 *Razzberries* accordingly crushed Division II. The wind did fill in for the second race on Saturday, a double windward/leeward which was the only meaningful contest of the weekend.

The seven-boat Hobie 18 contingent, an occasional sideshow at the Pre-Holiday Regatta, had the worst of it. Without engines, most of them couldn't make it to the starting line on Saturday, and then only two of them managed to finish on Sunday.

"It was a difficult weekend," admitted race chairman Tim Russell. "It's hard enough to run a regatta for boats rating from -24 up to 264, even if the weather cooperates."

DIV. I (<61) — 1) *Non Sequitur*, Farr 40, Tom Thayer/Dick Watts, 4 points; 2) *Blue Chip*, Farr 40, Walt Logan, 6; 3) *Chance*, Farr 395, Paul Kent, 8; 4)



Pick, 10. (4 boats)

HOBIE 18 — 1) 1071, Gary Russell, 17 points; 2) 98, Mark Sailor, 17; 3) 16443, Frank Ternullo, 18. (7 boats)

Complete results — www.sfyc.org

Golden Gate YC Midwinters

The 32nd Annual Manuel Fagundes Seaweed Soup Regatta got underway on Saturday, November 2, off the race deck of host Golden Gate YC. After a 70-minute postponement, the wind filled in around 12:30 p.m. and the 72-boat fleet — down dramatically from last year's 102-boat turnout — was sent off toward Blackaller Buoy in a 10-knot northwesterly.

The 11-boat PHRF-I class and the 13-boat J/105 fleet took off on a 9.4-mile excursion around Blackaller, Harding Rock, Fort Mason, Blackaller, Fort Mason, and finish. The other six classes did an abbreviated version of the course, leaving out the last two legs. The smaller boats struggled to finish, taking over two hours to sail the 5.5-mile course due to a strong



SFYC Midwinters Division I winners Tom Thayer, Will Paxton and Dick Watts. Tom and Dick each steered one day, while Will did tactics.

which was shortened at the second windward (which had become leeward) mark. Even so, only two other boats in the fleet finished the first race. "Luckily, we were one of them!" said Bruce Nesbit, whose

Flashgirl, Wylie 39, Commodore Tompkins. (9 boats)
DIV. II (61-99) — 1) *Razzberries*, Olson 34, Bruce & Lina Nesbit, 4 points; 2) *Arbitrage*, J/105, Bruce Stone, 17; 3) *Team Iverson*, 11:Metre, Mark Varnes, 18; 4) *Whisper*, J/105, Eden Kim, 20. (9 boats)

DIV. III (100-up) — 1) *Never Again II*, IOD, Mark Pearce, 7 points; 2) *Elaine*, Santana 22, Pat Broderick, 9. (4 boats)

NON-SPINNAKER — 1) *Menehune*, IB-24, unknown, 8 points; 2) *Abba Zabba*, Tartan Ten, Charlie

LATITUDE/ROB



race. Both races were double sautes, with the fleet going through the start/finish line to start the second lap, giving the Race Committee the option of ending the race after one lap.

That's exactly what happened in the first race, which was scored as a 1.6-mile single lap. The breeze filled in for the second race, a 3.2-mile double lap which the fleet sailed in the same elapsed time as the first race. Bret Gripenstraw's Melges 24 *Mary Don't Surf* and Trevor Baylis's hot new J/90 *Sweet Jane* each had 1,2 scores at the end of the day — but Baylis was a 'one-time' entry and therefore not scored in the overall standings.

The next day's Champion of Champions Race was called off due to a .5-foot minus tide and big swells at the harbor entrance. "We'll reschedule the race later," said regatta chairman Mike Gross. "We have to find a time that works for all 13 entrants."

CREWED — 1) *Mary Don't Surf*, Melges 24, Bret Gripenstraw, 2 points; 2) *Minor Threat*, Melges 24, Peter Dalton, 6; 3) *Celeste*, Olson 29, Mike Eavovich, 6; 4) *Cadenza*, Moore 24, Bruce Donald, 12; 5) *Wildfire*, Moore 24, Tom Conerly, 12; 6) *Warpath*, Olson 30, Geoff Boraston/Ryan Gilliam, 15; 7) *Sumo*, SC 27, Henry Cassady/Jim Livingston, 16. (14 boats)

DOUBLEHANDED — 1) *Nobody's Girl*, Moore 24, Syd Moore/Chris Lockwood, 3 points; 2) *Sweet*, Moore 24, Randy Lakos/John Smith, 5; 3) *Enigma*, Ultimate 20, David Kitchen/John Buchanan, 6. (6 boats)

Berkeley Midwinters

The 2002 Berkeley Midwinters got off to a bizarre start on Saturday, November 9. "It was the revenge of the wet-sailed boats!" laughed race chairwoman Bobbi Tosse, as she explained how a power outage in Pt. Richmond left a huge part of the fleet literally "up in the air." Just 68 of the 134 boats entered sailed the 8.8-mile race, which ironically was held in postcard-perfect conditions — sunshine and a 7-10 knot westerly.

"Some hearty trailer-sailors refused to waste the day," related Tosse. "Four previously unentered boats arrived in the starting area pretending to be something else, like the Hawkfarm trying to be a Moore 24. Some people even used duct-tape to change their sail numbers! In the end, we allowed the four boats to sail on a one-time basis and, to make the Satur-

Still life at the SFYC Midwinters — From left, 'Irrational Again', 'Jabberwocky', and 'Jaws'. Inset, Division II winners Lina and Bruce Nesbitt.

ebb and faltering wind.

Steve Wonner's WylieCat 30 *Uno*, last year's Seaweed Soup winner, picked up where it left off last year, decimating PHRF-III by six and a half minutes. The blue Andrews 56 *Cipango*, sailed by Rob and Bob Barton, took PHRF-I by the same wide margin. The best racing occurred in the J/105 fleet, where Eden Kim's *Whisper* nipped Gary Kneeland's *Orion* by 33 seconds.

FLEET I (< 64) — 1) *Cipango*, Andrews 56, The Bartons; 2) *Emotional Rescue*, Melges 32, Greg Dorland; 3) *Zamazaan*, Farr 52, Chuck Weghorn; 4) *Q*, Schumacher 40, Glenn Isaacson; 5) *Fast Forward*, Aerodyne 38, Dan Benjamin. (11 boats)

FLEET II (65-105) — 1) *Navigators*, Soverel 33, The Melbostads; 2) *Yucca*, 8-Meter, Hank Easom; 3) *Just In Time*, Beneteau 42, Frank McNear; 4) *Two Scoops*, Express 34, Chris Longaker. (9 boats)

FLEET III (106-156) — 1) *Uno*, WylieCat 30,

Steve Wonner; 2) *Spirit of Bombay*, Santana 35, Mike Whalen; 3) *Harp*, Catalina 38, Mike Mannix; 4) *Spirit of Elvis*, Santana 35, Martin Cunningham. (10 boats)

FLEET IV (157-197) — 1) *Eyrie*, Hawkfarm, Tom Condy; 2) *Spindrift*, Tartan 30, Paul Skabo; 3) *Lelo Too*, Tartan 30, Emile Carles. (7 boats)

FLEET V (198-up) — 1) *MyToy*, Ranger 26, David Adams; 2) *Crazy Jane*, Thunderbird, Doug Carroll; 3) *Elaine*, Santana 22, Pat Broderick. (7 boats)

J/105 — 1) *Whisper*, Eden Kim; 2) *Orion*, Gary Kneeland; 3) *Jose Cuervo*, Sam Hock; 4) *Good Timin'*, Wilson/Perkins; 5) *Wind Dance*, Steve Pugh. (13 boats)

CATALINA 34 — 1) *Wind Dragon*, Dave Davis; 2) *Mottley*, Chris Owen; 3) *Casino*, Bill Eddy. (7 boats)

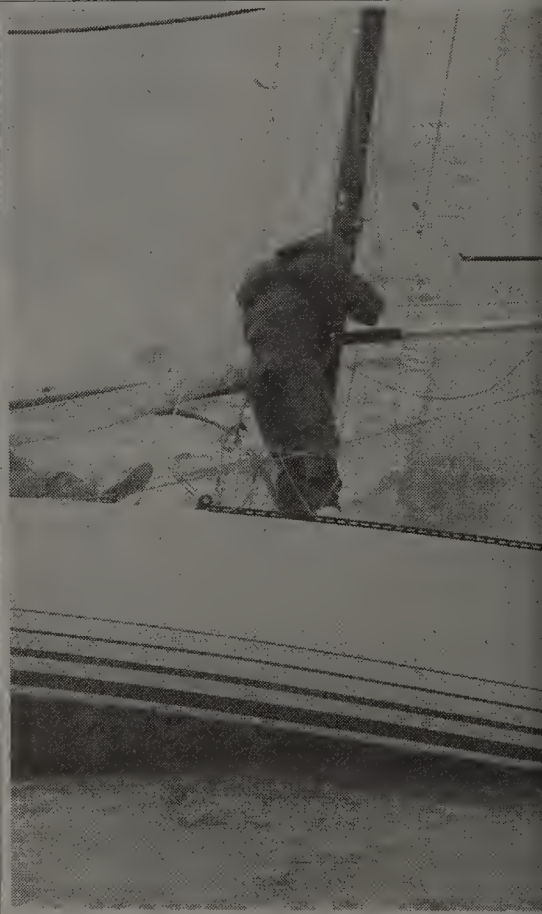
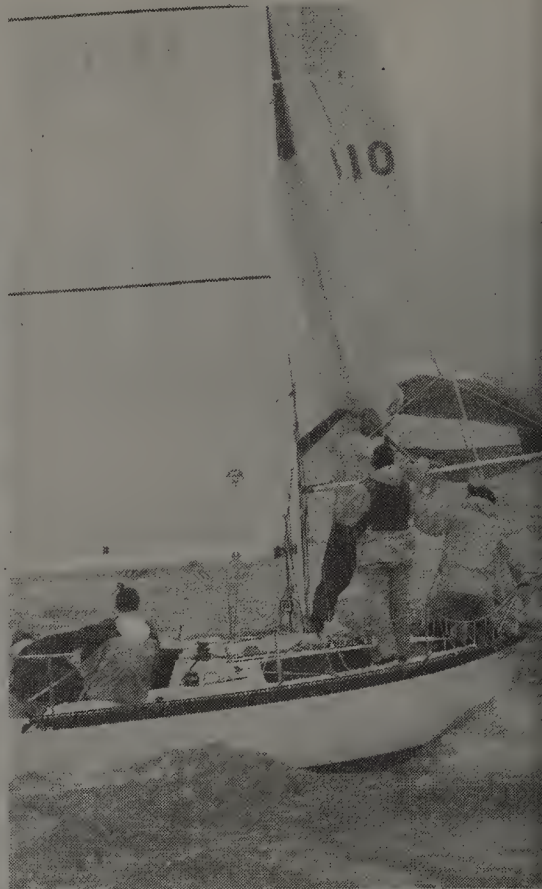
KNARR — 1) *Narcissus*, John Jenkins; 2) *Hustler*, Steve Wegner. (4 boats)

FOLKBOAT — 1) *Little Svendle*, Mark Slichter; 2) *Ingrid*, Uwe Dobers. (3 boats)

Santa Cruz YC Midwinters

Just 21 boats showed up on Saturday, November 16, for two light-air races that kicked off Santa Cruz YC's latest midwinter series. Though the day was quite pleasant — 70 degrees and sunny — the wind was fairly anemic, particularly for the first

LATITUDE/ROB & JR



day series somewhat fairer, have added a throwout."

Sunday's 'junior varsity' series attracted just 32 of the 51 registered boats. This time the culprit wasn't a dead hoist, it was the rowdy weather — buckets of rain and gusts of wind over 30 knots. As the race progressed — again an 8.8-mile course using 'F' as the upwind pin — the weather abated, dropping down to a more reasonable 10 knots. "The sun even ap-

Sunday drivers — Scenes from the relatively windy Berkeley Midwinters Sunday Series. All photos 'latitude'/jr.

peared briefly near the end of the day," reported Tosse. "The few racers who came out scooted around the course and had a ball."

SATURDAY, NOVEMBER 9:

DIV. A (0-99) — 1) **Advantage 3**, J/105, Pat Benedict; 2) **Chances R**, Beneteau 36.7, Raffaele

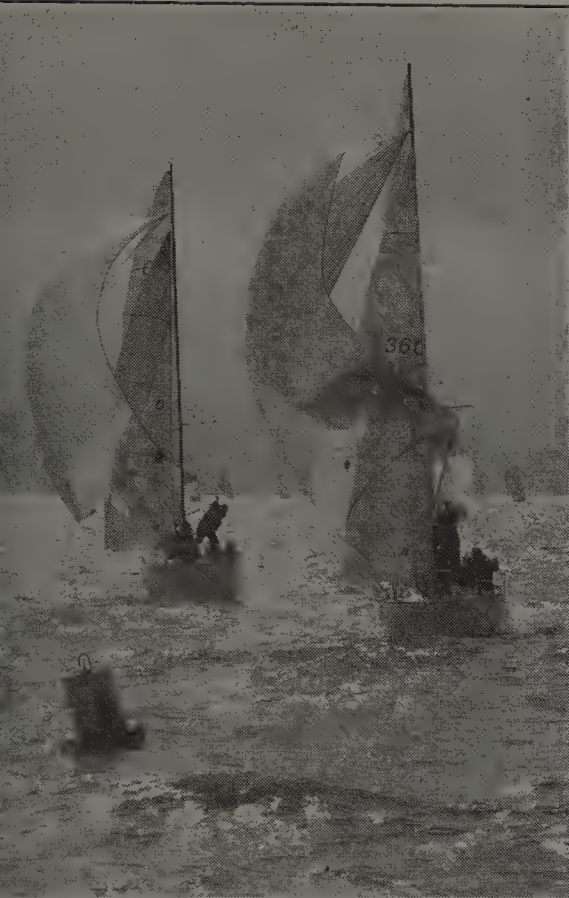
Sena. (5 boats)

DIV. B (102-159) — 1) **Ormen**, Lancer 36, "Powerout Consortium"; 2) **Synchronicity**, Olson 25, Stephen Smith; 3) **Clean Sweep**, Olson 25, Tom Nemeth. (7 boats)

DIV. D (162-195) — 1) **Predator**, Hawkfarm, "Powerout Consortium"; 2) **El Gavilan**, Hawkfarm, Nick Nash. (5 boats)

DIV. E (198-up) — 1) **Latin Lass**, Catalina 27, Bill Chapman. (3 boats)

SF 30s — 1) **Ixxis**, Olson 911-S, Ed Durbin; 2) **Tortuga**, Santana 30/30, Stephen Hutchison; 3)



Jeannette, Tartan Ten, Henry King; 4) **Takeoff**, Laser 28, Joan Byrne; 5) **Prime Mover**, J/30, Lloyd Burns. (13 boats)
 OLSON 30 — 1) **Think Fast**, Helmut Zarth. (1 boat)
 WYLIECAT 30 — 1) **Triumph**, Cartwright/Seal;
 2) **Silkye**, John Skinner. (5 boats)
 NEWPORT 30 — 1) **Fast Freight**, Robert Harford; 2) **Harry**, Dick Aronoff. (4 boats)
 ANTRIM 27 — 1) **Nemesis**, Martson/Shortman. (2 boats)
 EXPRESS 27 — 1) **Elise**, Joseph Andreasen/

Seadon Wijsen; 2) **Baffett**, "no entry yet"; 2) **Wile E. Coyote**, Dan Pruzan. (7 boats)
 MERIT 25 — 1) **Loose Lips**, Phill Mai; 2) **Chesapeake**, Jim Fair. (6 boats)
 MELGES 24 — 1) **Glock 9**, "no entry yet"; 2) **#525**, Bill Wright. (4 boats)
 MOORE 24 — 1) **Moorigami**, John Siegel. (2 boats)
 J/24 — 1) **Rail to Rall**, Rich Jepsen; 2) **Jam Jam**, Neal Ruxton; 3) **Blue-J**, Brian Mullen. (7 boats)

SUNDAY, NOVEMBER 10:

DIV. I (0-99) — 1) Racer X, Mumm 30, Gary Redelberger. (3 boats)
DIV. II (102-165) — 1) Boogie Woogie, Ranger 33, Michael Yovino-Young; 2) **Fast Forward**, C&C 34, Michael Dungan; 3) **Bay Loon**, J/29, Joe Ferrie. (7 boats)
DIV. III (168) — 1) Twilight Zone, Merit 25, Paul Kamen; 2) **Casual Contact**, J/24, Edward Walker; 3) **Half Blind Monkey**, J/24. (6 boats)
DIV. IV (171-up) — 1) Antares, Islander 30-2, Larry Telford; 2) **Starkite**, Catalina 30, Laurie Miller; 3) **Latin Lass**, Catalina 27, Bill Chapman. (8 boats)

THE RACING

OLSON 30 — 1) **Run Wild**, Dale Scoggin; 2) **Family Hour**, Bilafer Family. (4 boats)

EXPRESS 27 — 1) **Salty Hotel**, David Rasmussen; 2) **Dianne**, Katzman/Hodges. (4 boats)

Complete results — www.berkeleyyc.org

Isla Navidad Race

Eleven boats gathered at the end of October for the inaugural Isla Navidad Race from Long Beach to Barra Navidad Mexico. Co-hosted by Newport Harbor YC and Long Beach YC, this event marked the return of both clubs to running a distance race to Mexico.

The festivities began on Tuesday prior to the first of the staggered starts at LBYC with a well-attended skippers meeting and Sam Adams-fueled send-off fiesta. The group was a bit apprehensive, as predictions of light winds down the course promised to make this a long race.

Adding to the unease was the recent large Hurricane Kenna that had just swept through PV and San Blas. The crews really weren't sure quite what to expect. *Magnitude* captain Steve Dodd put it simply, "If we get there and it starts blowing hard from the south, we'll just turn around, put the kite up and you guys will help me deliver the boat home!"

Racing began on October 30 with the two smallest boats — *Bolt*, an Olson 40, and *Patriot*, a J/44 — setting off for Navidad. Unfortunately, the early start didn't give these two boats the advantage they had hoped for, as the wind was very light the first couple of days. The weather was similar the next day when the four Class C boats and two TP-52s set off. By the time Friday rolled around and the three big boats — *Medicine Man*, *Magnitude* and *Zephyrus V* — got their start, the weather pattern had changed a little and the fleet was beginning to make some distance towards Mexico. The fast course for this race was out to sea.

Once the wind filled in on Friday most of the boats reported good sailing down the Baja Coast. Winds of 10-15 knots allowed spinnakers to be set and some fun helm time. Aboard *Magnitude*, the most breeze we saw was off Cedros Island, but it never really topped much more than 25 knots. *Zephyrus* crew Gregg Weeger reported 30 knots for awhile, giving them an opportunity to really see the potential of the boat. Stacked with 17 sailors from around the world, including several recent Volvo vets, Z-5 was using this race



MIKE NASH

Aboard 'Magnitude', it was a "perfect Cabo Race". Unfortunately, the course was to Isla Navidad. Inset, winner Dave Janes.

as a test run for their water ballast system. We understand that the boat is going back to San Diego to have baffles added to the ballast tanks to help minimize some of the water movement.

It all seemed too good to be true, and would have been considered a nice Cabo Race. Most of the fleet was at or near the Cape on Monday, but then the wind began to die. The crew of *Victoria 5* were the first to throw in the towel, originally citing concerns about another tropical depression brewing south of the finish. With Mike Campbell's big powerboat acting as the fleet escort, it wasn't hard to understand why they jumped ship — a sure 11 knots of VMG for the final 400 miles!

Boats that were just out in front of the fleet were able to punch through the ever-growing lee of the Cape and find some

wind on into the finish. *J-Bird* and *Z-5* sailed well around the Cape and finished some two days ahead of the balance of the fleet. What a difference 30 miles made, as the dilemma of those left behind at the Cape became to hold out for some wind or try to motor-sail towards the finish. Many of the boats didn't have enough fuel to make it across the Gulf and continued racing as long as they could before firing up the iron genny.

Two of the SC 50s, *Bay Wolf* and *Adrenalin*, had a pretty good race going and both hung in there to the finish. *Adrenalin*, sailed by a crew of NHYC members who have been sailing together since their Sabot days in Balboa Bay, managed to gain a little lead while rounding the Cape. Kirk Wilson and his veteran *Bay Wolf* crew worked hard to catch and pass the Newport gang within miles of the finish. Credit goes to both crews for sticking it out on the race course, knowing that a

cold beer was only the turn of a switch away.

Doug Baker and his 12-man crew aboard *Magnitude* also gutted it out, finishing on Thursday night. Most of us had wives waiting at the hotel, and watching as a number of boats powered by during the last miles of the race was pretty painful. This isn't something these guys are used to, having set a couple of records this past year.

Once the fleet reached Barra Navidad they were greeted with cold beer and nice berths at the Grand Bay Hotel and Marina. The volunteers did a wonderful job of escorting the yachts into the marina, avoiding the shallow spots in the entrance. There was some initial concern that Z-5 might draw too much to make it in, but luckily she had no problems. Federico Cortina, the harbor master, did a wonderful job of taking care of the boats and their crews and even arranged for Customs to come over each day to clear the boats into Mexico.

Each day the hotel pool was filled with participants and race supporters enjoying the *palapa* bar and water slides. At night, many of the same people were seen closing the hotel bar late in the evening. The crews also spread out into the small fishing village of Barra for relaxed and inexpensive dinners on the sand at various quaint restaurants.

The little town of Barra is very 'old school' Mexico and just a great place to hang out. The hotel put out a great spread on Saturday night for the trophy fiesta. The commodores from each of the host clubs, who both participated in the race, handed out trophies to all the competitors at the fiesta. The chairman and the skippers made speeches and then everyone headed off to close the hotel bar once again.

November is a tough time to race to Mexico, but arriving at the town and resort of Isla Navidad was well worth the work.

— mike nash, nhyc

CLASS A — 1) *Zephyrus V*, R/P 86, Bob McNeil, StFYC; 2) *Magnitude*, Andrews 70+, Doug Baker, LBYC. (3 boats — *Medicine Man*, Andrews 61, DNFed)

CLASS B — 1) *J-Bird III*, Andrews TP-52, Dave Janes, BCYC. (2 boats — *Victoria 5*, Andrews TP-52, DNFed)

CLASS C — 1) *Bay Wolf*, SC 50, Kirk Wilson, CBYC; 2) *Adrenalin*, 'SC 5050', David Clark. (4 boats

— *Stealth Chicken*, Perry 56, and *Chicken Little*, SC 50, DNFed)

CLASS D — No finishers. (2 boats — *Bolt*, Olson 40, and *Patriot*, J/44, DNFed)

OVERALL — 1) *J-Bird III*, 163:19:37 (corrected time); 2) *Zephyrus V*, 165:49:11; 3) *Magnitude*, 184:59:19; 4) *Bay Wolf*, 190:33:32; 5) *Adrenalin* 191:25:30. (11 boats)

Sausalito YC Midwinters

Forty-three boats showed up at the Little Harding Rock starting line for Sausalito YC's first (of five) midwinter races on Sunday, November 3. After a half-hour postponement, a nice 15-knot westerly filled in and the fleet zoomed around a 5.8-mile double windward/lee-ward course. The five-boat J/105 fleet raced twice, doing a single lap for their second race.

"It was a beautiful fall day," noted race chairman Tim Prouty. "We're off to a great start!"

J/105 — 1) *Whisper*, Eden Kim, 2 points; 2) *Jose Cuervo*, Sam Hock, 5. (5 boats)

DIV. A (< 145) — 1) *ET*, Antrim 27, Todd Hedin/Liz Baylis; 2) *Gammon*, Tartan Ten, Jeff Hutter; 3) *Team Iverson*, 11:Metre, Mark Varnes. (8 boats)

DIV. B (> 145) — 1) *Mortal Combat*, Moore 24, Hans Biggall; 2) *Dulcinea*, Coronado 27, John Slivka; 3) *Mr. Toad*, J/24, John Hunt; 4) *SouLatitude*, J/24, Jonathan Hageman. (11 boats)

DIV. C (non-spinnaker < 185) — 1) *Carlene*, WylieCat 30, Fred Soltero; 2) *Lynx*, WylieCat 30,

Carpe Argentums (Seize the Silver)

The San Francisco and Southern California crew of *SF 12 Carpe Cerevisiam* won the silver medal in the Spinnaker Division of the Gay Games VI sailing competition in Sydney, Australia, on November 9. Paul Blank, Dean Daniels and John Plander sailed a brand new Elliott 6.0 to a (4),3, 2,2,2,3 record in the six-race finals in Sydney Harbor. The Melbourne, Australia-based crew of Gavin Dagley, Dale Collings and Dee Mason on *Black Green Gold* won the gold with an amazing unbroken string of bullets in 18 elimination and medal round races. The *GUST Superheroes* of the Gay UK Sailing Team narrowly edged out their training partners, *GUST 1*, for the bronze medal.

A total of 26 teams competed in the Spinnaker Division while a separate Non-Spinnaker Division had 24 three-person teams entered. Nine countries were represented in the first Gay Games sailing competition.

Daniels, a retired Oracle engineer, was trimmer for his Gay Games *Carpe Cerevisiam* crew, which he named after his San Francisco Melges 24 program so that he could use some extra crew hats. Plander, a San Diego physician, former J/35 owner and skipper of the 1997



COURTESY DEAN DANIELS

Elliott 6.0s on Sydney Harbor in the first Gay Games sailing competition.

Steve Overton/Jim Plumley; 3) *Q*, Schumacher 40, Glenn Isaacson. (9 boats)

DIV D (non-spinnaker > 185) — 1) *Nordlys*, Knarr, Joel Kudler; 2) *Inshalla*, Santana 22, Shirley Bates; 3) *Homus*, Ericson 27, Josh Dvorson; 4) *Junjo*, Newport 28, Gary Stypulkoski. (10 boats)

Full results — www.syconline.org

TransPac entry *Survivor*, worked the bow. Blank, a Corona Del Mar software executive and former national champion in the Lido 14 and Schock 35 classes, drove in winds that ranged from 5 to 20 knots for the medal races.

Ten San Francisco teams competed in the Spinnaker and Non-Spinnaker divisions of the Gay Games sailing event, and

THE RACING

eight teams advanced to the second elimination rounds. The all-women crew of *San Francisco Sailing Team 6*, skippered by Sallie Lang, with Heather Stewart and Deb Jacobs, finished seventh in the Spinnaker medal round. The SF Sailing Team was formed in 2000 to promote and train for the Gay Games and other sailing competitions and has over 90 people on its roster. San Francisco teams trained extensively at Cal SC and the Lake Merritt Sailing Center.

The Non-Spinnaker division sailed Elliott 5.9 keelboats, a predecessor to the Elliott 6.0, and was won by the all-women team *Three Cheese Fagotinis* (AUS). A crew of Lightning sailors from the Chicago Corinthian YC won the silver medal, while the bronze was awarded to *WAFT* (AUS).

An additional medal competition for teams of three crews was scored with a system that embodied the Gay Games' principles of Inclusion, Participation, and Personal Best. The Spinnaker Division gold medals went to the team of *Carpe Cerevisiam*, *NYC Hudson River*, and *NYC Liberty Island*. The Non-Spinnaker team gold medal went to the all-Australian team of *WAFT*, *Sisterhoodlums*, and *Three Cheese Fagotinis*.

nity was tremendous. The regatta was organized by John Harris and the Australian Sailing and Cruising Club, Australia's gay sailing club, and sanctioned by the Yachting Association of New South Wales, the Australian Yachting Federation and the International Sailing Federation. Marke Pryke, principal race officer for the 2000 Olympics, volunteered to run the on-the-water competition. An international jury of ISAF judges traveled to Sydney at their own expense and in elimination rounds heard many protests involving less experienced competitors. No protest hearings were necessary in the second elimination or medal rounds of the Spinnaker competition.

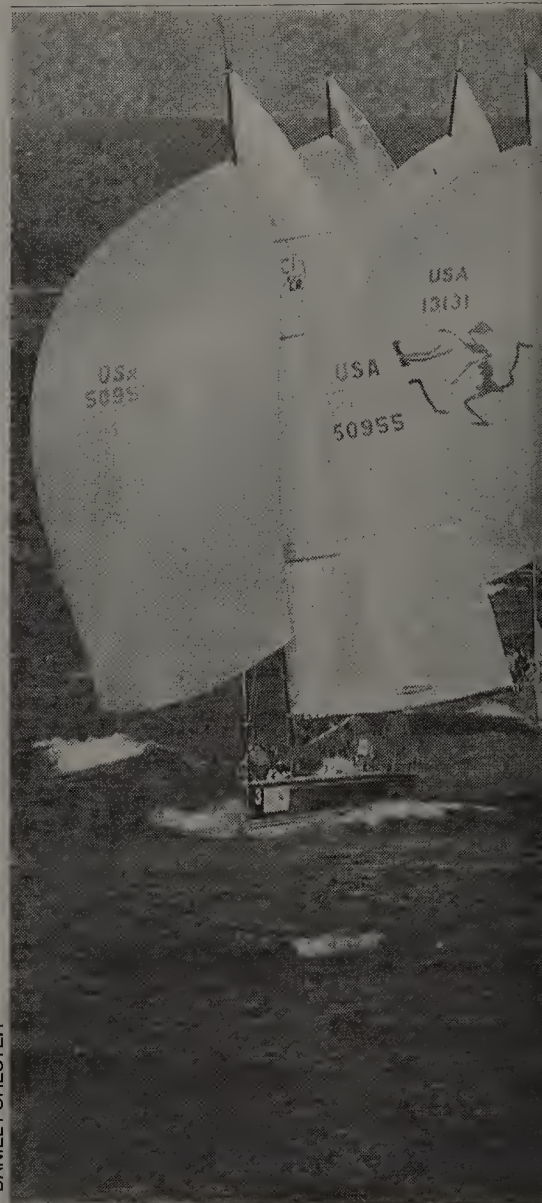
The Cruising Yacht Club of Australia (home of the famous Rolex Sydney-Hobart Race) not only accelerated its purchase of new Elliott 6.0 boats to make them available for the Gay Games Spinnaker Division, but also convinced the new owners of retired Elliott 5.9s to lend them to the Non-Spinnaker Division. The CYCA granted honorary membership to all Gay Games sailors and hosted welcoming and post-awards

barbeques at their clubhouse adjacent to the sailing venue. The Elliott 6.0 (meter) boats were universally acclaimed as perfect for the competition. They are very stiff with a heavy bulb on a deep keel strut, have no backstay, a long boom with a big main and small fractional jib and a symmetric spinnaker that could get the boat on a plane in less than 20 knots of wind.

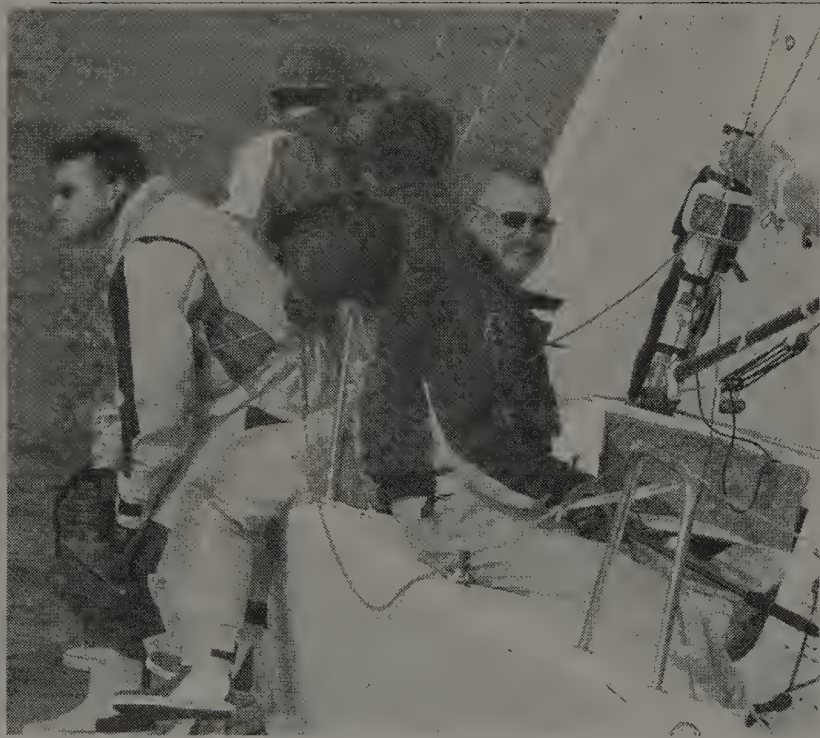
Sailing is in doubt for the 2006 Gay Games VII in Montreal, in part because of the difficulty

of finding a suitable venue and resources close to the city. The newly formed Gay and Lesbian Organization for Racing Yachts (GLORY) will work on preparing plans for Montreal and future Gay Games Sailing competitions, including an early fall EuroGay regatta in Great Britain and a possible New York regatta in 2003.

— dean daniels



DANIEL FORESTER



LATITUDE ROBO

Dean Daniels, seen steering his *Melges 24* in the recent *Jack Frost Series*, struck silver at the *Gay Games* in Australia.

The first Gay Games were held in San Francisco in 1982, but Gay Games VI in Sydney marks the first time that sailing has been included in the world's largest Sports Festival. The support of the Australian and international sailing commu-

SBYRA Midwinters

The South Bay YRA Midwinters got underway on Saturday, November 16, in light-to-moderate air off Coyote Point — enjoyable conditions for this low-key bunch of sailors. Mike Garl's relatively high-tech Beneteau 40.7 *White Dove* crushed Div. A, winning on corrected time by over nine minutes.

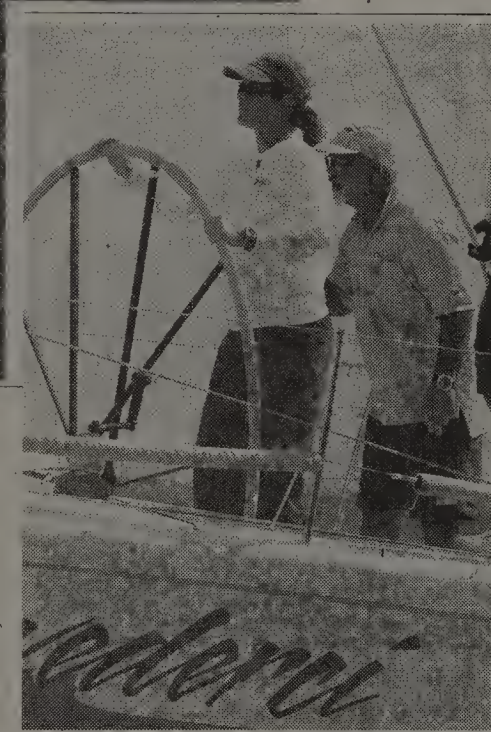
A pair of South Bay fixtures, Luther Izmarian's International Folkboat *Summertime* and PHRF guru Dave Few's Cal 25-2 *Chablis*, took the other two classes. "We just got lucky," claimed Few, who we suspect is teased mercilessly about his boat's 228 rating every time he wins down there.

The series reconvenes on December 7, and race chairman Robert Hu encourages all South Bay racers to get involved. Complete results can be found at <http://home.attbi.com/~sbyra/SBYRA Results.html>.

DIV. A (big spinnaker) — 1) *White Dove*, Beneteau 40.7, Mike Garl; 2) *Windwalker*, Jeanneau Sunshine 36, Jim Benson; 3) *Jet Lag*, Catalina 34, Roger Roe; 4) *Barking Spider*, Tartan Ten, Michael



Eventual second-place finisher 'Groovederci' (lipstick kite) in front of the pack at the Farr 40 Worlds. Right, Deneen Demourkas, the only woman driver at the event, and Dee Smith.



Kennedy. (8 boats)

DIV. II (little spinnaker) — 1) **Summertime**, International Folkboat, Luther Izmorian; 2) **Windsong**, Ranger 23, Mike Finn; 3) **Liquid Kitty**, Santana 525, Dave Waller. (7 boats)

DIV. III (non-spinnaker) — 1) **Chablis**, Cal 25-2, Dave Few; 2) **Mer Linda**, Catalina 30, Mark Hale; 3) **Unona**, Hunter 40, Tim Smith; 4) **Far Better Thing**, Ericson 30, Charles McArthur. (9 boats)

Alameda YC Midwinters

"Never make a decision about sailing or racing until the last minute," advised AYC Midwinter race chairwoman M.L. Higgins. "It was raining buckets with really gusty winds two hours before our first gun, and the question of the day was 'Are we going to race?' My reply, as usual, was 'We'll wait and see'."

Fortunately for the 23 boats waiting in the wings on Sunday, November 10, Higgins didn't cancel the race prematurely. As if on cue, the skies cleared just in time, the wind simmered down, and it turned into a great day for racing up and down the Estuary.

"One down, four to go," said Higgins. "Hopefully, the weather gods will be with us for the rest of the series."

DIV. I (0-138) — 1) **Great White**, Express 27, Scott Tipper; 2) **Rascal**, Wilderness 30 cust., Rui Luis. (6 boats)

COLUMBIA 5.5 — 1) **Drummer**, Adam Sadeg; 2) **Bandit**, Chris Shepherd. (5 boats)

DIV. III (139-189) — 1) **Noble Lady**, Beneteau 305, Gary Massari; 2) **Magic Bus**, Whiting 25, John McKeon. (6 boats)

DIV. IV (190-up) — 1) **Valkyrie**, Peterson 25, Michael Tosse; 2) **Dominatrix**, Heidi Schmidt. (4 boats)

NON-SPINNAKER — 1) **Knotty Sweetie**, C&C 32, Martin Johnson. (2 boats)

Rolex Farr 40 Worlds

California boats and sailors definitely made their presence felt at the Rolex Farr 40 Worlds, held at the swanky Atlantis Resort (Paradise Island, Nassau, Baha-

mas) on November 13-16. Twenty-five boats representing eight countries sailed in the 10-race, no-throwout series. A relative newcomer, former J/105 sailor Steve Phillips' Annapolis-based *Le Renard*, won the regatta with 22 points to spare, adding the World title to an already-jammed trophy case (other recent victories include the East Coast Farr 40 Championship and the 50-boat J/105 North Americans in Chicago, which Phillips won in a chartered boat).

Le Renard ("the fox") put together a 17,2,1,7,9,3,4,9,1,8 series, sailing consistently in the top ten after a shaky opener. Phillips, a seafood entrepreneur, gave much of the credit to his tactician, three-time Olympic medalist Mark Reynolds. "I'd hate to play poker with the guy, he stays so cool," he said. "Mark doesn't let us get in difficult situations."

"We had a really good team, which included three other San Diego guys: Matt and Jeff Reynolds, and Willem Van Waay," explained Mark, who isn't related to the other two Reynolds. "We practiced in Miami for a week before the Worlds, with Ed Adams coaching us. During the regatta, we just tried to sail fast and stay out of trouble."

Golden State boats took the other two spots on the podium — Deneen and John Demourkas, with a talented group that included tactician Dee Smith, Keith Kilpatrick and Kevin Miller, had a great series to come in second with *Groovederci*. John Kilroy's *Samba Pa Ti* — the current U.S. Farr 40 national champion — came in third on the tiebreaker, with Bay Area sailors John Kostecki (tactician), Darren Ward and Matt Ciesicki among the crew.

Alex Geremia and Scott Harris' *Croc-dile Rock*, with tactician Robbie Haines and trimmer Scott Easom in the mix, came in fifth. *Croc Rock* would have been third overall, except they lost a mark rounding protest in the last race to fourth place finisher *Nerone* — a tough break considering what was at stake. Philippe Kahn and his *Pegasus* squad, which included tactician Paul Cayard, were just one point back in sixth.

Dave Carrel's *Gone Too Farr* also sailed in the Worlds, as did occasional Bay Area resident Hasso Plattner with one of his

THE RACING

two *Morning Glories*. *Gone Too Farr* finished 19th, with a crew that included tactician Norman Davant, Carlos Badell, Will Matievich and Shana Rosenfeld. *Morning Glory* put together a DSQ, 6,4,17,2 series before Plattner quit the series five races early, apparently upset with the race management. They finished 23rd.

Check out www.farr40.org for the photos, crew lists, press releases, and information on the Atlantis Resort, truly a world-class setting for the Worlds.

1) **Le Renard**, Steve Phillips/Mark Reynolds, Arnold, MD, 61 points; 2) **Groovederci**, Deneen & John Demourkas/Dee Smith, Montecito, CA, 83; 3) **Samba Pa Ti**, John Kilroy/John Kostecki, Los Angeles, CA, 83; 4) **Nerone**, Massimo Mezzaroma/Antonio Migliori, Rome, ITA, 88; 5) **Crocodile Rock**, Alexandra Geremia & Scott Harris/Robbie Haines, Santa Barbara, CA, 91; 6) **Pegasus**, Philippe Kahn/Paul Cayard, Honolulu, HI, 92; 7) **Barking Mad**, Jim Richardson/Stu Bannetyne, Boston, MA, 95; 8) **Defiant**, Terry McLaughlin/Jeff Madrigali, Toronto, CAN, 104; 9) **Bambakou**, John Coumantaros/Chris Larson, New York, NY, 105; 10) **Joss**, Owen Kratz/John Koliou, League City, TX, 106. (25 boats)

Race Notes

The envelopes, please: The Interna-

tional Sailing Federation (ISAF) recently announced their **2002 Rolex World Sailor of the Year** awards. British dinghy ace **Ben Ainslie** was honored for his outstanding transition from Lasers to Finns. The two-time Olympic Laser medalist (silver in 1976; gold in 2000) jumped into the Finn in a big way this year, winning the Europeans and Worlds, and seems to be the favorite to win in Athens in 2004. A pair of young Greek 470 sailors, **Sofia Bekatoru** and **Emilia Tsoulfa**, won the women's award. They've dominated almost every 470 event they've entered lately, including the last two Worlds.

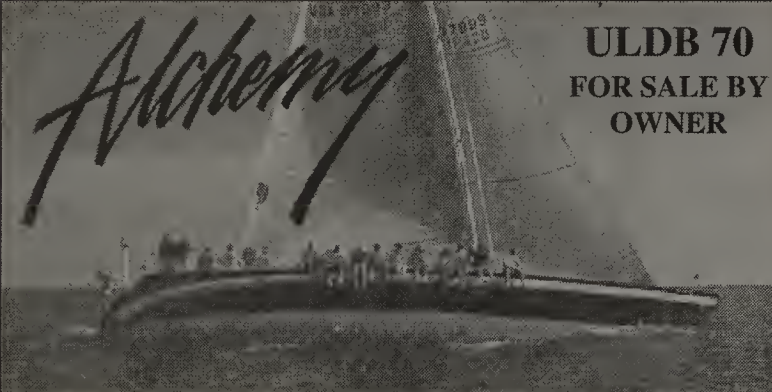
The only American to make the short list for the ISAF Sailor of the Year awards was Volvo race winner **John Kostecki**, who surely will win this country's 2002 Rolex Yachtman of the Year award this February. **Liz Baylis**, who won the Women's World Match Racing Championship in Spain last May (as well as class honors in the Pacific Cup with her Antrim 27, among other victories), has got to be a front-runner for Yachtswoman of the

Year, too. Could an unprecedented Bay Area sweep be in the making?

Two US Sailing championships: The young New England-based 'Silver Panda' team of Pat Hogan/Carlos Lenz, Colin Merrick/John Cline, and Pete Levesque/Liz Hall won the U.S. Team Racing Championship (**Hinman Trophy**) in mid-November. Fourteen three-boat teams competed in the Vanguard 15 hardball series, hosted by Southern YC in New Orleans.

At the end of October, Bill Draheim of Rockwell, TX, with crew Scott and Natalie Mauney, won the **U.S. Championship of Champions** over 16 other national champs. The 13-race series was sailed on Lake Norman, NC, in Flying Scots — and, perhaps not coincidentally, Draheim is the Flying Scot national champ. Thistle sailor Mike Ingham (Rochester, NY) was second, followed by windsurfing champ Dick Tillman (Syracuse, IN) and former West Coast Fireballer Allison Jolly (St. Pete, FL). Check www.ussailing.org for more on either championship.

Cervesa circuit: Del Rey YC's 17th bi-



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COURTESY ROLEX

Best in the world — Sofia Bekatoru (left), Ben Ainslie and Emilia Tsoulfa.

www.dryc.org to see the list). A new five-day series — **Puerto Vallarta Race Week** — is scheduled to follow the race. Sponsored by North Sails and the Mexican Sailing Federation, the new regatta takes the place of MEXORC, which now occurs

only in even-numbered years due to declining interest. It will be interesting to see if PV Race Week takes off or crashes on the launching pad — in any case, we wish them luck.

Sale boats of the month: San Diego boat collector Fred Howe is adding a Farr 40 to his fleet, which includes the SC 52 *Warpath* and the 1D-35 *Kaizen*. The new 40, also to be called **Warpath**, will debut at Key West. . . **Still Crazy**, the black Farr 40 which has been at Anderson's since mid-summer, has been sold to a Chicago buyer and will leave in early December. . . Former Express

27 sailor Skip Shapiro and his brother-in-law Malcolm Park bought **Full Throttle**, Melges #449, after the Gold Cup.

Random race results: Just four boats sailed in the first **Farr 40 Midwinters** on November 2-3. After six races, *Shadow* and *Non Sequitur* ended up tied for first for the weekend. Several other 40s are

ennial 1,125-mile **Puerto Vallarta Race** is coming up fast on Feb. 7-14. "We're expecting 25-30 boats between the Racing and Salsa (three overnight stops) divisions, which would be just fine in this economy," said DRYC spokesman Tom Redler. Among the early sign-ups is Roy Disney's R/P 74 **Pye-wacket**, which is still in turbo mode (5-ft taller mast, 1.5-foot deeper keel, and more sail area) after her victorious 2002 East Coast tour. If the weather cooperates, *Pye-wacket* could obliterate the long-standing 4 day, 23 hour record (a 9.5-knot average) set by the MacGregor 65 **Joss** in 1985. "We'll take a shot at it," said Roy, who already bagged the Bermuda and Chicago-Mac race records this year. "It would be great fun if we can pull it off"

So far, 40 boats have requested entry packets for the PV Race (check out

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THE RACING SHEET

expected to join the series in December. . . Tracy Usher won the first weekend of MPYC's **Perry Cup**, which attracted 13 Mercuries on Nov. 2-3. Rounding out the top five were Jack MacAleer, Pat Bradley, Dave West and Dan Simmons. . . Class winners of Island YC's small **Jack and Jill Plus One Race** on November 2 were *Taz!* (J/24, Dawn Chesney), *TBFKASR* (Wylie Wabbit, Marcelline Therrien) and *Fun Zone* (Santana 22, Adelina Serna).

School daze: East Coast schools again topped the **collegiate rankings** as of mid-November. Meanwhile, West Coast high schools, particularly SoCal ones, continue to dominate the nation. Many of the best California high school kids go back East for college, such as two-time *Latitude 38 Junior Sailor of the Year* (the least of her honors) **Molly Carapiet**, who is burning up the circuit in her freshman year at Yale. In just three months, Carapiet, a product of the SFYC junior program, has won so much that she tops the inaugural Quantum Female Sailor of the Year standings for the first half of the year!



WALTER COOPER

New breed of cat — The hot new Javelin 2, the BOTY Overall Boat of the Year, can sail at almost twice the wind speed!

The coed rankings are as follows: 1) Harvard; 2) Georgetown; 3) Tufts; 4) St. Mary's; 5) Hobart/Wm. Smith; 6) **Hawaii**; 7) Charleston; 8) **Stanford**; 9) Brown; 10) Kings Point; 11) Yale; 12) **USC**; 13) Boston College; 14) Washington College; 15) Navy; 16) Dartmouth; 17) Old Dominion; 18) Minnesota; 19) **Washington**; 20) MIT. The women stacked up like this: 1) Old Dominion; 2) Harvard; 3) Yale; 4) Brown;

5) Dartmouth; 6) Tufts; 7) **UC Santa Barbara**; 8) South Florida; 9) Connecticut College; 10) **USC**; 11) St. Mary's; 12) Georgetown; 13) Charleston; 14) **Stanford**; 15) **Hawaii**.

Industry awards: *Cruising World* and *Sailing World* presented their annual **Boat of the Year** awards at the Sail Expo St. Petersburg Boat Show at the end of last month. We'll skip the cruising boat awards, and go straight to the racing boats. The three-person panel (former Bay Area West Marine employee Chuck

Allen, **Alan Andrews** and Meade Gougeon) picked the new **Javelin 2** as the overall winner, as well as the top high performance day racer. The Javelin 2, an 18-foot high-tech catamaran designed and built in Italy, will also be the boat used in the upcoming **Worrell 1000**. "It's really a gas to sail," noted Andrews, "but only for racers with experience who want a challenge."

The other BOTY winners were the Swan 45 (racer/cruiser), Jim Antrim's **Ultimate 24** (sportboat), the Fusion 15 (dinghy) and the Precision 185 (best value).

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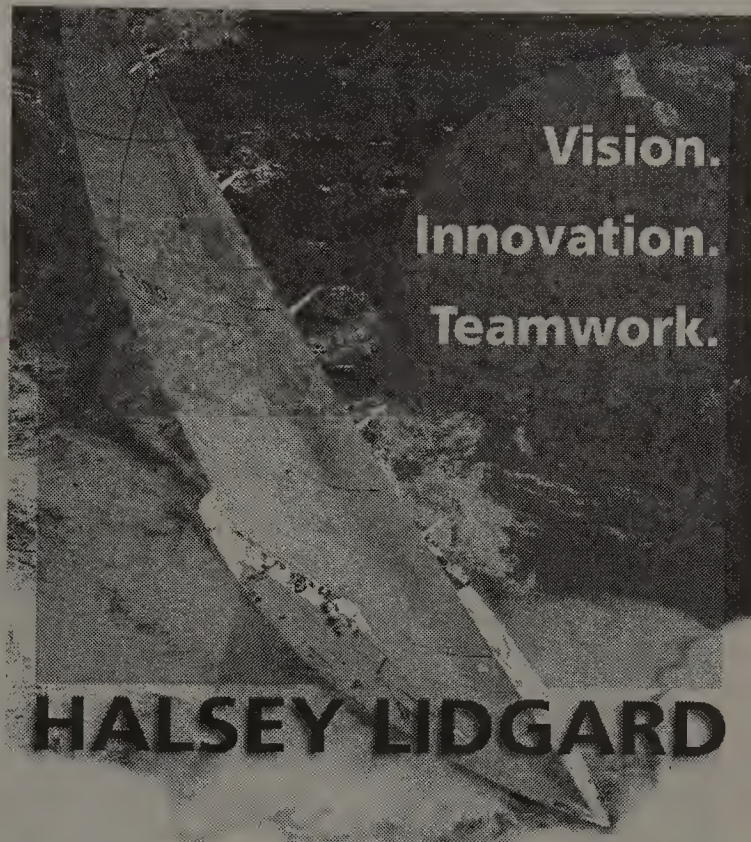
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With reports this month on **Winter Chartering Down Under**, the curious tale of an **Ill-Conceived Charter Scam**, a family reunion charter within the **Inland Waterways of The Netherlands**, and miscellaneous **Charter Notes**.

Southern Hemisphere Sailing Options — Tropical to Temperate

When the chilly winds of winter hit the California coast, sun-starved sailors begin pipedreaming about bareboat getaways in the tropical climes of Mexico and the Caribbean. Although we love sailing in both of those areas, we would also encourage you to consider the renowned sailing grounds of the Southern Hemisphere for vacations during our North American winter. There are top-notch bareboat bases in Australia, New Zealand, Tonga and Tahiti.

Actually, it's hardly appropriate to lump these four venues together, as each has its own unique attractions. The one common denominator between them, of course, is that while we're snuggling up in front of the fireplace, Aussies, Kiwis and South Pacific islanders are enjoying sweet sunny days and ideal sailing conditions.

Both Tonga and Tahiti occupy similar tropical latitudes, featuring clear, warm water, lush coral reefs and a rich Polynesian heritage that is still evident today — especially in Tonga. By contrast, New Zealand and Australia's Sydney Harbour area have temperate climates. Air temperatures are warm, yet not op-

In the Leeward Islands of Tahiti, you'll find the tranquil Bora Bora lagoon, one of the most awe-inspiring anchorages on the planet.

pressively so, and while waters in these areas are 'swimmable', temperatures are a bit chilly. The Whitsunday Islands, which comprise Australia's other prime chartering venue, are located in the tropical belt off the continent's northeastern coastline and are therefore considered to be a year-round destination.

Excellent, late-model monohulls and catamarans are available in all of these areas, and each typically has ideal sailing conditions — moderate winds and seas — during our winter months. Major U.S. and foreign carriers fly to each of these destinations from San Francisco and/or L.A.

Now for the specifics. The region we commonly, yet erroneously, call Tahiti is more accurately termed the Society Islands, one of several island groups within French Polynesia. Tahiti itself is the capital of the Societies as well as the primary airline hub, yet the region's best sailing grounds are located 100 miles to the north in the Leeward Islands, or, more appropriately, Les Iles sous le Vent.

Here, Raiatea (where the charter bases are located), Huahine, Tahaa and Bora Bora make up one of the most geographically spectacular cruising areas on earth. Lush, volcano-formed mountains rise out of turquoise lagoons, abundant with tropical sealife. Each island is encircled by a fringing reef which provides dozens of breezy flat-water anchorages and endless snorkeling possibilities. As you might imagine, sailing within the lagoons is usually serene, but in the open water outside the reefs, interisland passages can be a bit rowdy. To our way of thinking, though, a few doses of more challenging sailing simply adds variety to the overall experience.

Ashore, swank waterside resorts, chic boutiques and restaurants all welcome business from boaters, but be warned that nearly everything in these isles is shockingly expensive by most standards. That said, roundtrip air fares to Tahiti are a comparative bargain — as low as \$600 and change direct from L.A.

Since modern Tongan culture evolved from the same Polynesian roots as its Tahitian neighbors, you'd think both places would be quite similar today. Not true. Ever since the Tahitian islands were



ALL PHOTOS TOURISM COUNCIL OF THE SOUTH PACIFIC

'discovered' by Europeans in the late 1700s, they have become increasingly more influenced by Western ways. (The territory reluctantly became a French protectorate in 1842.) The Tongan Islands, however, were never conquered by a foreign power and remain today a kingdom, steeped in age-old cultural traditions which have only been altered slightly with the passage of time.

The Vava'u Group of islands comprise Tonga's chartering region. Although sharing the same tropical climate, Tonga's geography differs greatly from Tahiti's. The 64 islands of the Vava'u Group are closely clustered together and well sheltered from open-ocean conditions, so that sailing between them is laid-back and delightful. The islands themselves are lush and hilly, but not mountainous like the Societies.

Once outside Neiafu, the principal city and charter base, there is virtually no modern infrastructure, only small villages where islanders live in harmony with land and sea. Sharing *kava* (a traditional root beverage) with a chief and partaking in a traditional Tongan feast are often highlights of the cross-cultural experiences you'll encounter here. Water temps are nearly 80°, and underwater visibility is generally superb.

TOURISM COUNCIL OF THE SOUTH PACIFIC





Picture-perfect South Pacific scenes. Clockwise from upper left: weaving palm thatch in Tonga; spectacular Sydney Harbour; a tattooed Tahitian; hilltop view in Tonga's Vava'u Group; a Tahitian girl stands before over-water bungalows in the Bora Bora lagoon.

With America's Cup mania scheduled to last until the end of February, bareboats will undoubtedly be difficult to find this year in New Zealand, but Kiwiland should definitely remain high on your 'someday' list. Undoubtedly one of the most beautiful countries in the world, few travelers spend time here without fantasizing about immigrating permanently. The two prime chartering venues are the Hauraki Gulf, off of Auckland (where virtually every citizen seems to be a sailor), and the Bay of Islands (which lies roughly 100 miles to the north). Given enough time, you could sail in both areas during one glorious trip. But if time is limited we'd vote for spending a couple of days ashore in Auckland followed by a cruise through the deliciously-green Bay of Islands, which is a marine preserve. Far enough north so that its waters are swimmable, this is a gunkholer's paradise with ample shoreside infrastructure to create itineraries that are nicely balanced between solitude and sociability.

To the west, across the notorious Tasman Sea, lies Sydney, Australia. When it comes to urban sailing venues, we have to admit that sailing in Sydney Harbor is even more sensational than our own San Francisco Bay. With clear skies and temperatures in the 80s the vast Harbour region is alive with all manner of sailing craft and waterside sports during our winter months. And although it's a bustling metropolis, Sydney is a fabulous place to play tourist — great nightlife, restaurants, museums, you name it.

You can't take a charterboat beyond the mouth of the Bay, but for variety, you could spend a few days just up the coast in the Pittwater river region where charterboats are also based.

Nearly a thousand miles to the north, lying just off the Queensland coast yet inside the massive Great Barrier Reef, are the Whitsunday Islands. Picture the British Virgins with a small fraction of the population and infrastructure and you'll have a pretty good idea of what these "100 magical islands" are like — exquisite beaches, short sailing distances and fine tropical sailing. Again, you can sail there year-round, but insiders tell us that, all things considered — air temperatures, rainfall, breezes — April through September is "the most perfect."

So many choices, so little time. With such enticing sailing options in the southern latitudes, it almost seems a pity that winter doesn't last longer.

— *latitude/aet*

The Case of the Missing Bareboat: What Were They Thinking?

During a recent bareboat charter with The Moorings in the otherwise-tranquil islands of Tonga, we listened intently as details of a bizarre incident were relayed over the VHF airwaves.

It all started innocently enough on October 9 as we listened to the 8:30 a.m. radio report to hear the local weather and sailing conditions. Following the weather report, Kristin, the manager of the local Moorings base, put out a "missing boat" alert on the 38' Beneteau *Guinevere*. Apparently, the sailboat was unaccounted for and all vessels were requested to watch for her and report her position when spotted. As a local bareboat charter vessel in said waters, we were 'all aglow' with the mystery at hand.

Given the overcast skies and occasional drizzle, we chose to be boat bound for the day and increased the radio volume as we sailed in order to monitor any future developments. We were not to be disappointed. During the course of the day, several communications concerning the situation transpired and we dutifully followed them, frequency-to-frequency, wherever they led us on the radio.

We learned that the boat had been chartered by a German couple and had last been seen the previous evening anchored in Lotuma Bay off the Tongan Beach Resort. During their stay there, they had gone into the local village and purchased two live pigs, a male and a female, two live chickens, a rooster and a hen, as well as various other supplies, then loaded them all onto *Guinevere*.

In the afternoon, we monitored a conversation between a power boat and The Moorings' base. The power boat had spotted a sailboat heading south, away from the Vava'u Island group and was in pursuit trying to identify the craft. The power boat skipper was advised not to approach too closely as it could prove to be dangerous. In terms of onboard entertainment, this was becoming as interesting as an Agatha Christie mystery! Ultimately, it was found that the boat in question was not *Guinevere*.

Finally, at 4:30 p.m. we heard that *Guinevere* had been spotted by a Royal Tongan aircraft "on the rocks" off the uninhabited island of Late, 52 kilometers west of Vava'u Island. With the setting sun, radio transmissions ceased and left only our imaginations and speculations active.

The following morning we learned that a private powerboat with four Tongan police officers aboard left from Hunga Island at 5:00 a.m. enroute to Late. As the day progressed, we heard that *Guinevere* was indeed on the rocks, the hull was caved in on the starboard side, most of the hull was submerged and the mast was broken into three pieces. The missing two-person crew was apprehended on the island and they were in custody. This concluded our "on boat radio entertainment" for the balance of our sail.

After returning from our cruise five days later, we were able to fill in more of the story. It seems that the middle-aged German couple had chartered the boat from The Moorings on October 2nd. They claimed that they were going to use the boat "as a hotel" and requested a Mooring's skipper to sail them to Lotuma Bay where they would remain anchored. After anchoring their craft, the Moorings skipper went ashore to stay with his family. It was only due to a mix-up of dates that their absence was noted as soon as it was. Kristin, from The Moorings thought their charter was up 24 hours before it was supposed to be and went looking for them only hours after they had sailed away.

From here on, all is speculation. The German couple claims a large wave broke their anchor free and caused the boat to run aground. As to why they were so far

out of the designated sailing area and at a forbidden nature preserve island, they said they "became lost." Having no passports in evidence, they claimed that they were lost when the boat sank. E-mail and other evidence suggest that the couple, who were religious cultists, intended to create their own Garden of Eden on the uninhabited isle.

What the investigation discovers and whether or not the case will ever come to a Tongan court remains to be seen. Whatever the eventual outcome, this sailor can testify that the incident sure added a whole new dimension to a bareboat charter vacation!

— bill streby

Bill — Thanks for sharing that bizarre tale. Since the birth of the bareboat industry, back in the '60s, we can only think of a couple other incidents of attempted bareboat theft — and neither was successful. How these folks thought they could get away with such an outrageous scheme in a place like Tonga is beyond us! Also, it is truly ironic that you happened to be in Tonga when this bungled caper went down, because there are few places on earth with less crime than the "friendly Kingdom" of Tonga.

— ed.

Brotherly Bareboat Bonding: Exploring Dutch Waters

I enjoyed the letter in your September issue about three brothers cruising Mexico and thought you might be interested in the cruise of three brothers on the IJsselmeer in the Netherlands. This area, of course, was known as the



ALL PHOTOS HOWARD FOELL

Zuider Zee way back when we were studying geography.

Since we three brothers now live in Florida, Wisconsin, and California, and we're now 72, 71, and 65 years old, we decided it was high time to get together for a two-week reunion and sailing adventure. We arranged to charter a superb Bavaria 34 — which was very well equipped, including a roller-furling main — out of Lemmer on the eastern shore of the IJsselmeer. The company, Yachtcharter Ysselmeer, was recommended to us by a nephew who lives in the Netherlands.

Our rendezvous was at Amsterdam

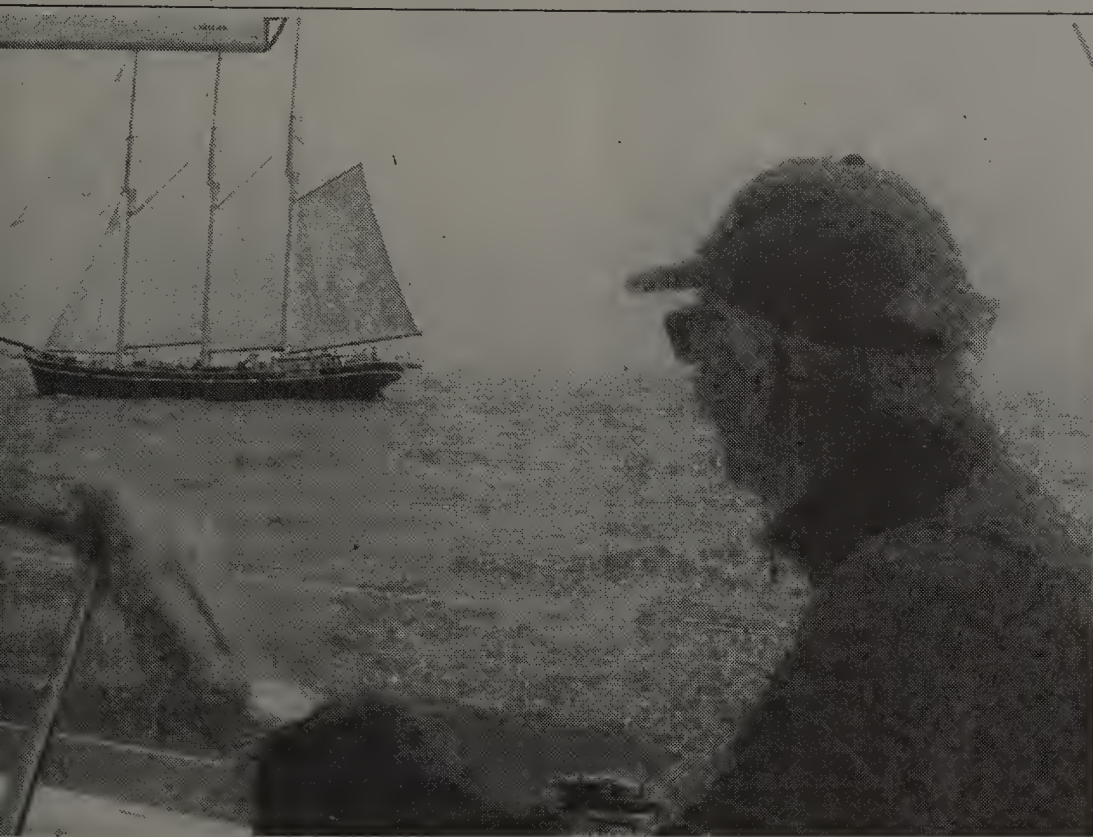


ALL PHOTOS HOWARD FOELL

Left: In a typical scene, the brothers had no trouble berthing in the heart of the village at Hindelopen. Above: Author Merlin Minshall sailed this boat, the 'Sperwer', through Europe to the Black Sea.



OF CHARTERING



Left: (L to R) Ron, Wes and Howard pose before a classic windmill. Above: Traditional sailing craft are a common sight in these waters.

where our youngest brother has a canal apartment, and we then took a scenic half-day train and bus ride to Lemmer. After going through the checkout and provisioning our boat, the *No Fear*, we departed the next morning on a clockwise circumnavigation of the area. You do encounter locks and drawbridges, and thankfully one of my brothers knows the Dutch language.

During our voyage we visited the ports of Urk, Lelystad, Edam, Hoorn, Enkhuizen, Makkum, and Hindelopen. While at Edam we rented bikes and took a scenic ride along the dike to Volendam, Katwoude (the smallest community in the Netherlands), and to Monnickendam. We also sailed up to Kornwerderzand where the lock at the dike exits to the North Sea. Thoughts were entertained of venturing through into the waters of the classic mystery *Riddle of the Sands*, but lack of time and the proper charts and tide tables would not permit.

The Dutch cities we visited were all extremely interesting, and it was always possible to tie-up right in the center of town, with shower and restroom facilities nearby. It was just a short walk to museums, historical sites, markets and, of course, a great variety of restaurants. Some of the seafood dishes were different from those we see here in Florida — baked eel, for example.

The sailing was great, and we were

often in company with multi-masted, gaff-rigged craft which carried the traditional Dutch lee-boards. Some very good museums were visited in every city, most notably at Enkhuizen, which has a large indoor-outdoor facility. On display there is the small yacht *Sperwer*, or *Sparrow Hawk*, which sailed through Europe to the Black Sea on a four-year voyage. The skipper was Englishman Merlin Minshall who wrote the book *The Adventurer*. In it he referred to a Secret Agent 007. Minshall's boss was Ian Fleming, and 007 became James Bond.

In addition to the sailing, our memorable cruise rewarded us with the opportunity to absorb the wonderful Dutch culture, to learn more about European history and, most importantly, it provided the setting for three not-so-young brothers to experience a couple of weeks of quality time together in a special environment.

Keep up the good work with your great magazine. It's definitely a 'must read' for sailors way over here on the East Coast.

— howard foell
sandpiper, stuart, fl

Howard — Many thanks for your report on this fascinating area which is rarely written about on this side of the Atlantic.

Your report also serves as a reminder of how a yacht charter can serve as a perfect forum for reconnecting with family and/or friends. From

our own experiences we know that folks tend to be much more relaxed than at more traditional (land-based) reunions. During a bareboat trip boat chores and responsibilities tend to be shared equally, so no one person has to host or entertain the others. And staging a reunion in an exciting new environment such as this one usually proves to be invigorating and memorable for all.

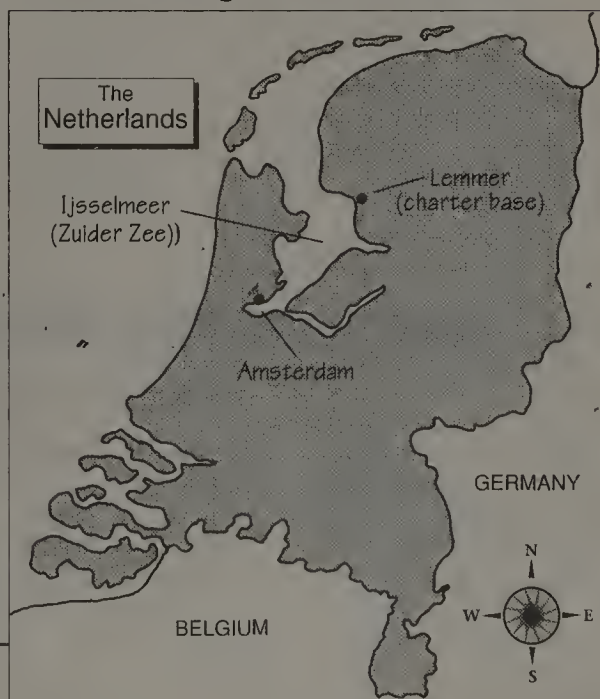
— ed.

Charter Notes

Former Bay Area residents Robby and Lorraine Coleman, who now call Hawaii their home, have put out a challenge to all West Coast sailors: They want to see some American entries at the annual **Tahiti Nui Cup** this spring (May 30 - June 9), to take on the defending Aussies. Robby did the event last spring and has become a dedicated advocate.

Now in it's fourth year, the 11-day event combines fleet racing with interisland cruising through the **Leeward Islands of Tahiti**. Although the four island-to-island races are taken seriously — especially by the Aussies, who have won the event every time so far — the overall itinerary is designed to give participants plenty of time to relax and explore the islands of Raiatea, Huahine, Tahaa and Bora Bora. Hence the slogan: **"The only regatta in the world with more lay days than race days."** The (non-spinnaker races) are run by the Tahiti Sailing Federation.

Both monohull and catamaran bareboats up to 52 feet are provided by **The Moorings** and **Sunsail/Stardust**.



WORLD OF CHARTERING



Last spring's fleet was composed of 21 boats, crewed by 148 sailors from eight countries. In contrast to guys-only racing events, about half of the participants in the Tahiti Nui Cup are typically women.

As if Tahiti's eye-popping setting wasn't enticing enough, the shoreside features of the Cup include **Tahitian feasts** at each stop put on by proud is-

Driven by trade winds, matching Dufour 52 charter yachts race inside a Tahitian reef during last spring's Tahiti Nui Cup.

landers, as well as performances of **traditional Tahitian dancing and music**. Fresh baquettes, croissants and beverages are delivered to the boats each morning.

The Cup concept was conceived by Australian Trevor Joyce of Mariner Boat-

ing in cooperation with Tahiti Tourisme. A complete PDF brochure for the 2003 event is downloadable from www.marinerboating.com.au. (Find the Cup under "events," then click "brochure.") (Note: Prices include air from Australia, so U.S. clients can subtract \$800.)

You can book 'by the boat' or 'by the berth' — with no sailing experience necessary. (Full-boat charters can also be extended beyond the event dates.) For more info, or to make a booking, email trevor@marinerboating.com.au or call 011-61-2-9966-9014.

Are you a **bargain hunter**? If so, be aware that even in the realm of yacht chartering bargains can often be found. Check charter websites often for special discounts and offers — especially if you can get away on short notice. For example, a **Moorings** special ends this week offering 25% off roundtrip air to the Caribbean. (Call 800-669-7476 today for details or see www.moorings.com.) Likewise **Sunsail** offers a variety of "reduced sail weeks" throughout the year, offering 15 to 25% savings off rack rates. Call 800-736-0828 for details or see www.sunsail.com.

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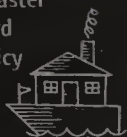
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CHANGES

With reports this month from **Windraker** during the height of hurricane Kenna at Paradise Village; from **Scirocco** on Panama; from **Wind Rover** on the Chesapeake Bay; from **Solstice** on time on a boat in the South Pacific; from **Maverick** on the Rock of Gibraltar; from **Wings** on resuming cruising in Vanuatu; from **Siren's Song** in Golfito, Costa Rica; from **Reliance** on transmission trouble in Costa Rica, and lots of **Cruise Notes**.

Windraker — Mason 43

John Decker

Hurricane Kenna At Paradise Marina (San Francisco)

I happened to return to my boat at Paradise Village Marina just 36 hours before hurricane Kenna hit on the morning of October 25. Graziano, the 67-year-old owner of the resort, and Harbormaster Dick Markie, were impressive for the ferocity with which they prepared the hotel, marina, and boats for the possibility of extreme wind and waves. What follows is the log I wrote during the peak of the storm.

October 25, 2002, 10:00 a.m. — These are certainly the most pleasurable 50-knot winds that I've had on *Windraker*. There's no pitching or yawing, just a lot of rolling back and forth. I am snug in a nest of lines in the middle of two finger piers large enough to hold *Profligate* — which means we're not going anywhere. The wind is howling through the rigging. It's much too wet to go up on deck to check the wind instruments, but the last time I looked it was a sustained 45-50 knots. The four large piers between me and the harbor opening have been evacuated because of violent winds and bucking cement docks, but it is relatively quiet back here in the hinterland known as 'Tepic'. The large mall nearby has set up folding chairs in the basement garage for cruisers who don't want to stay on their boats. They are gathered there in small groups in the dim light from the exit ramp. There is no electricity.

I have been listening to the Chubasco

The marinas in Banderas Bay got away without two much damage, but further north at San Blas, the harbor took a severe thrashing.

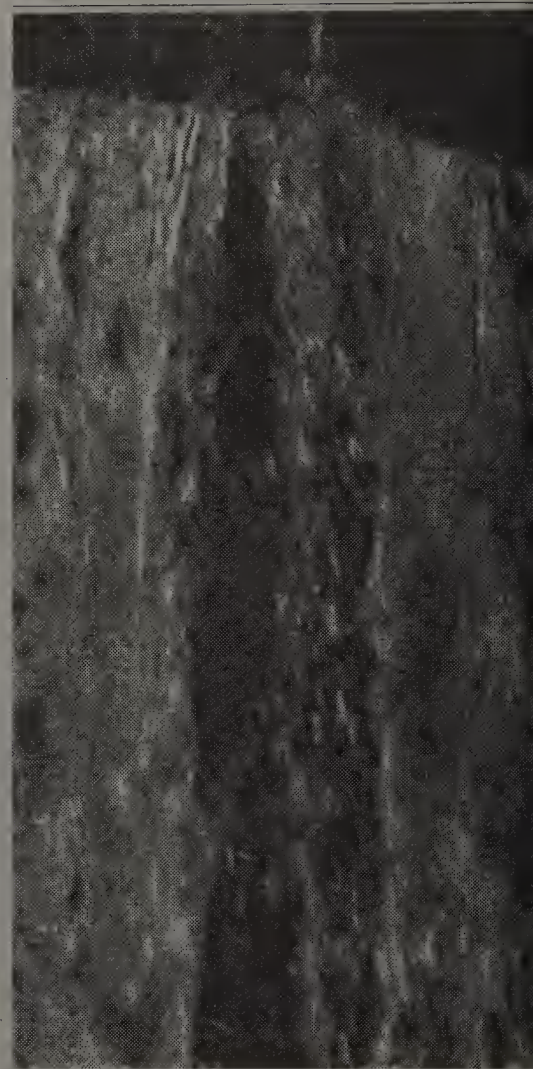
Net weather report, and right now the eye is at 21°1' 105°1'. Since I'm at 20°4' 105°2', I'm roughly 40 miles from the center of Kenna. She is moving away from its closest point of approach to us and toward San Blas further north on the Mexican mainland. The weather guys are strangely but noticeably proud — you can hear it in their voices — that Kenna has such high winds. I had a complete adrenaline burst when they gave the wind speeds in kilometers per hour, as it was well into the 200s!

The surf is very high and has crashed upon and broken many of the large glass panel/windows that once separated the hotel, pools and restaurants from the beach. Fortunately, the panels are made from some sort of safety glass that collapses into a pile of rubble. About 20 laborers are out there now unscrewing the remaining panels, being personally supervised by Señor Graziano, my hero. There's only one problem — they are about a day too late. The workers' heads and arms poke through black Hefty-style leaf bags, which they wear instead of raincoats. On the beach, the water has come so high that hard water-packed sand extends hundreds of feet, all the way up to the restaurants. Thousands of sand crabs scurry in all directions — more from the attack from workers than from Kenna. They've seen Kennas for the last 100,000 years.

The VHF net is rife with emotion. There are all sorts of voices, some with practiced calm, some high-pitched and anxious. And there are escalating emotional 'wonderings' about what will happen — to the point that when someone suggests an improbable event, it quickly becomes

a question of when it's going to happen.

We were told to disconnect our electrical lines so they would not fall in the water "and fry our electronics." Fry? As in the electric chair? If the lines disconnect from the dock rather than the boat,



aren't they dead already?

It was announced that a white cat has fled the boat *Long Tall Sally*. It disappeared into Graziano's new condo construction site, and cannot be found. Its name is Jade, but the owner says it "refuses to answer to it."

A huge lightning flash spooked me when I was up on deck checking the wind. I felt like I was in its cone — especially when the immediate crash of sound seemed to come from a few boats away. Naturally — and stupidly — I was in bare feet. Like Graziano's workers with the glass panels, I, too, closed the barn door by slipping on my one-inch thick black rubber Texas. Once I had them on, I felt the odds had dropped that the lightning would strike again. Numerous sirens wail in the distance.

The barometer bottomed at 29.35 at 9 a.m. It's now 10:30 a.m. and it's up to 29.53. Since we are on the weak south-east side of the northward-heading storm, the worst is probably over.

— John 11/05/02

Readers — Folks with boats in Banderas Bay marinas can thank their lucky stars that Kenna, one of the stron-



DICK MARKIE



GREG RETKOWSKI

It's hot in Central America. Damn hot. That's why Cherie enjoys a refreshing shower beneath a waterfall in the Costa Rican jungle. Sexy, no?

gest Mexican hurricanes in history, did not come close enough to hit them with hurricane force winds, and what wind there was didn't last but a short time. We'll leave them to imagine what it must have been like when hurricane Lenny parked between St. Martin and St. Barts for three days a few years ago, with winds packing four times the force!

**Scirocco — Morgan Out-Island 41
Greg Retkowski & Cherie Sogsti
Panama
(San Francisco)**

Before we arrived in Panama on October 18 — almost exactly 500 years after Columbus — I (Cherie) only knew two things about the country: 1) It has the Canal, and 2) Van Halen sang a great song about it. Although prostitution is legal in both Costa Rica and Panama, that's pretty much where the similarities end. As we sailed from Costa Rica to Panama, I watched the coastline change. The jungle began to spill like a waterfall down to the sea, and the landscape became hot, steamy, and passionate. If I were a coun-

try, I'd want Panama to be my lover.

The weather is pretty much the same in Panama, which means there's lots of thunder and lightning. Thunder is an awful thing, as it alerts you to the fact that a storm awaits you. When there's a bolt of lightning nearby, the thunder shakes the boat as though it were the footsteps of an approaching giant. With the approach of a bad thunderstorm, Greg checked the satellite telephone to make sure it was working. Safety first, you know. If Scirocco started doing acrobatics on the ocean, we wanted to be able to call the Coast Guard so they could come and watch.

"You've got another message on the sat phone," Greg said.

"How do you know it's for me?" I asked.

"Because my friends don't send weird messages on the sat phone. This one says, 'Twas in the tropic latitudes, while we were talking platitudes, as any sailor might / We forgot to take our longitude, which was a very grievous wrongitude / And made us miss the Hong Kongitude till very late that night.'"

Weird. I still don't know who

wrote that message. I hope someone fesses up — and that it's one of Greg's friends!

It was in the middle of this storm that we ran into another problem — bad gas. When you buy fuel in Central America, part of it is often water. Not being able to start the engine in the middle of a tropical tempest sucks. It's right up there with running out of ice when your refrigerator doesn't work — which would be our next problem.

As we beat into the storm, the sky was a spectacle. With each slash of lightning, the heavens were briefly shattered by light, then turned black to repair themselves. The clouds were a sickly black and blue, so that the sky appeared as though it had been beaten to a pulp. We got our worst thrashings when the clouds looked like that. Fortunately, I've learned to take minor storms in stride, knowing that what gets snapped will eventually be mended — with duct tape. And what gets bruised will eventually heal — except for my books, which are all puffed up and look as though I've read three times as much as I really have.

Although the storm had passed, I picked up the Panamanian mantra — 'Another day, another storm'. Then I noticed something swimming next to the boat.

"Look Greg, a water snake."

"I've seen a bunch of those," he replied, totally unimpressed.

"Did you want to share the news with me?" I said sarcastically.

"I thought the snake would worry you. And see, I was right.

"Aren't most water snakes poisonous?"

"Probably. Just don't let one bite you."

Since I don't speak 'snake', I don't know how to tell snakes not to bite me. Guidebooks are never helpful with these things either. They say stuff like, "This type of snake will only attack when you

A boatowner's job is never done. Greg does some work on the bottom of 'Scirocco' while trying not to think about poisonous watersnakes.



CHERIE SOGSTI

CHANGES

have entered its territory." That would be helpful — if only snakes posted signs identifying their territory. Nonetheless, from that moment on I put myself on 24-hour 'snake watch', and my snorkeling was no longer as carefree as it had once been.

After 28 hours of sailing, we were ready for a swim. Our first stop in Panama was Isla Canal de Afuera, a tropical paradise that is part of a Panamanian national park — and also hosts a penal colony. An island crawling with water snakes and criminals screams 'adventure!' My kind of place. We decided to take the risk of exploring it, because the island was also loaded with palm trees and colorful shells, and was surrounded by water as clear and innocent as an infant's eyes.

The Panama Cruiser's Guide suggests using care when visiting the island because sometimes the prisoners escape. So when I saw four raggedy-looking Panamanian guys in a fishing boat motoring over to us while we were lying on the beach, I was a little scared.

"What do you think they want?" Greg asked.

"To kill us and steal *Scirocco* to flee the country," I answered.

There was no cause for worry, however, as they only wanted money. As in \$30 to visit the island, because it was a national park. That was a little too steep for our budget, so we set out in search of other tropical islands — preferably ones that don't have a surcharge for watersnakes.

A short time later, we landed on Isla Goberadora. When I say landed, I mean landed, as Greg hadn't read the chart that *In his dugout canoe, the Panamanian iceman cometh. His ice might have smelled of fish, but he refused compensation for as long as he could.*



CHERIE SOGSI

would have informed us that the tide range is 20 feet in this part of Panama. In hindsight, dropping our anchor was silly, as after 30 minutes it was clear that we weren't going anywhere soon. So we took the opportunity to paddle ashore and explore the island. The village was primitive, raw and honest. The locals were as native-looking as they could be, almost as though they were expecting *National Geographic* to drop by.

We wandered around the island exploring the simple fishing huts and looking for various supplies that we needed. The only thing we could find on our list was bread. Can you believe they didn't have pancake mix or Diet Coke? There were three 'stores' on the island, and going inside each of them was like shopping out of someone else's musty pantry. It was dark inside, so I asked the woman if she could turn on a light. I couldn't even see her face because it was so dark, but I could see her teeth and she was laughing. The town doesn't have electricity.

Greg and I let our eyes adjust to the absence of light, but we still couldn't see what the store offered. So we bought some baked goods. As a bonus, the shopkeeper included some mold with our bread — although we didn't learn about it until we got back to the boat. "That's okay," I told Greg, "there's plenty of mold on the boat already to keep it company." Greg doesn't understand why I don't like mold. He thinks if I like blue cheese dressing on my salad, I should like all mold. Yeah. Enjoying certain well-aged cheeses isn't quite the same as scraping whatever is growing on the shower curtain and munching on it!

No one on the island had ice, but we came across the owner of a little fishing boat who was happy to share his fish ice with us. He paddled out to his boat in a dugout canoe, loaded a sack of ice, and delivered it to us. But he wouldn't accept any money for it. We insisted, and he finally took some 'Balboas'. Panama uses U.S. dollars, but they call them Balboas. Greg wasn't that happy about it, having become used to seeing his bank account in Costa Rican 'colonies' — which suggested that he was 370 times wealthier than he really was.

All provisioned and explored out, it was time to sail away. Unfortunately, we couldn't because there was still no water under the boat. The residents of the island were incredibly nice, but I'm sure they were shaking their heads at us as though we were fools. "Silly white people stuck on the beach again," they were probably thinking. Nonetheless, my memories



of this unspoiled island will remain unblemished — despite the moldy bread and ice that stunk of fish.

— cherie 11/04/02

Wild Rover — Cal 34 MKIII
Mike & Gail Cannady
Chesapeake Bay
(Longview, Washington)

In the last two years, we've sailed down from the Pacific Northwest, done the Ha-Ha, gone through the Canal, and up to the East Coast of the United States. This summer we spent 2.5 months cruising the Chesapeake Bay — and enjoyed the best cruising we've had so far.

Maybe it's because there wasn't any pressure to get anywhere, but overall the Chesapeake greatly exceeded our expectations. The sailing was great, the anchorages were scenic and close together, the little towns were picturesque, the people were extremely friendly, and we didn't have any boat problems. The water was shallow, however, so once again we were thankful that our boat only draws 4.5 feet. We did run aground, but the bottom was always mud, so the occasional grounding wasn't critical.

While in the Chesapeake, we constantly wondered where all the other boats



Spread; A typical cruising scene in the Chesapeake Bay. **Inset;** Cannady maneuvers around the 'Torsk', a World War II submarine, in Baltimore's Inner Harbor. "Baltimore was interesting," Mike says, "but the water was filthy. If it had been Portland, volunteers in canoes would have cleaned it up."

were, for usually ours was the only boat in the anchorage. The answer seems to be that other cruisers stay in marinas — which we tend to avoid. There was also surprisingly little big ship traffic — but lots of little commercial watermen, sportfishing boats, and thousands of crab traps.

Our favorite places were Solomon Island, St. Michaels, Annapolis, and the central Eastern Shore. We were 'adopted' by some locals in Nandua Creek, Eastern Virginia, who gave us the local knowledge necessary to come in and wait out tropical storm *Gustav*. They treated us to blue crab feeds, fresh produce, and all the local amenities. Now we'll never be able to pass their creek without going to visit.

Being West Coast born and raised, we have thoroughly enjoyed being American history tourists. Our current plans are to head down the ICW, spending Thanksgiving in the Cape Fear area, and Christmas in Charleston. Then we'll sail across to the Bahamas or down to Florida and then across, depending on the weather. We truly hated the ICW, but it still beats ocean passages in bad weather. The ICW

is so shallow that powerboat wakes and passing tugs and barges are problematic. Some parts have been scenic, but others just look like a big ditch with tree stumps.

Next year we hope to make a long passage from the Bahamas to New York or Nova Scotia as early as the weather allows. Eventually we will go back and circumnavigate the Caribbean, and maybe go on to Europe, but for right now this feels right.

By the way, we're now up to four solar panels and a wonderful KISS wind generator. A wind generator in the Bahamas is wonderful, since the wind never really stops blowing. Yes, it's a lot of equipment on a 34-ft boat and we'll never again look racing sleek, but it makes us self-sufficient and now we can choose whether to go into a marina or not. We had thought about our energy needs before we started, but until you reach the tropics, it's hard to predict what you'll really need.

— mike & gail 10/15/02

Solstice — Freya 39
Jim & Eleanor Hancock
Palmerston Atoll to Niue
(Sausalito)

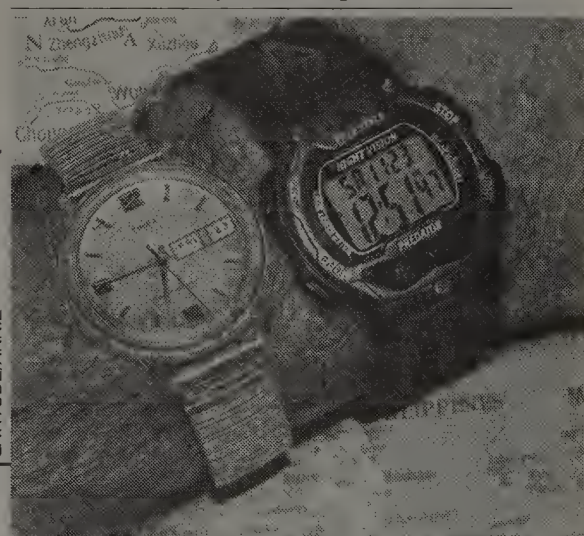
It's October 3, and we're having splen-

did sailing at nearly 7.0 knots using our 3/4 oz genniker while on our way from Palmerston Atoll to Niue. Eleanor has been reading a novel by Annie Proulx, while I have been studying a text about upper level weather analysis. As we're getting closer to our potentially rough 1,100-mile passage from Tonga to New Zealand, we've been getting progressively more interested in the weather. This morning we got the schedule for Russell Radio out of New Zealand, one source of up-to-the-minute information for that crossing. Unfortunately, deciphering the schedule might require a Ph.D. and I only have a Masters.

Folks thinking about going cruising might be interested in time. We have two official clocks. One keeps the ship's time, which we leave set to the time zone of our last port of departure — regardless of any time zones we might cross. This simplifies our watch-keeping schedule and maintains continuity in our log entries. Our ship's time is currently set to Tahiti time. The other clock is set to UTC time, which is an abbreviation of the French for Universal Coordinated Time — also known as Greenwich Mean Time or Zulu time. We use this clock primarily for keeping radio schedules, which are at fixed times regardless of what time zone we are in.

As we sail west, we cross into a new time zone for every 15° of longitude. The time zone that we are currently using for our ship's time is UTC minus 10 hours. When we get to Niue, which is at almost 170° W, we will change that to UTC minus 11 hours. The International Date Line is nominally at 180°, but makes a jog to incorporate Tonga, parts of New Zealand, and some other stuff. While it's Thursday here, it's already Friday on the other side of that line.

Russell Radio comes up every day at 0800 New Zealand time. But down here, **When cruising offshore and living in multiple time zones, it's easiest to have at least two clocks and watches to keep from being confused.**



LATITUDE/ANNIE

CHANGES

we just passed the Vernal Equinox, and they have Daylight Saving Time. Like the Northern Hemisphere, they 'spring forward' and 'fall back'. That happens on Sunday, which is really Saturday, with their time at UTC plus 13 hours — which then becomes UTC plus 14 hours. So what time do I tune up my radio on Saturday to get Russell Radio?

I'm at the end of my 0300 - 0600 watch, and we are now motorsailing with less than 30 miles to go to the island-nation of Niue. This is one of our last stops on our South Pacific tour before heading to New Zealand for the southern hemisphere summer. On watch I have been thinking about all the little projects that we have to do in New Zealand. Other than pulling the stick and doing a thorough review of all the rigging, most of the work is cosmetic maintenance necessitated by our last six months of cruising in the tropics: painting, varnishing, and that kind of thing.

We're the sixth owners of this boat. We made an offer on her while she was in Isla Mujeres on the Caribbean coast of Mexico, and sailed with her previous owners to Galveston. After that I shipped her to Portland, where I was living at the time, and did things like paint the topsides and replace the engine. In 1998, Eleanor started working at West Marine in the Bay Area to help acquire all kinds of extra gear for the boat and I started doing additional projects. We've been very happy with all the improvements, but in hindsight think we would have been just fine without all the gadgets. The one indispensable piece of equipment has been the Monitor windvane.

We have done about 10,000 miles of cruising so far, and expect we'll continue for another year or two. By the way, if anybody knows more about the history of our

Jim and Eleanor Hancock aboard 'Solstice' at the beginning of the '99 Ha-Ha — which was about 9,500 cruising miles ago.



boat — she was built by Gannon and originally owned by Hugo Schriener of San Diego, who named her *Harmony* — please let us know.

— jim & eleanor 10/20/92

Jim and Eleanor — We know all about your boat. Gannon actually just built the hull, as she was finished off — beautifully, if we remember correctly — by Schriener, who was something of a perfectionist. We remember sailing aboard Harmony one chilly November day in San Diego, when Hugo forgot to tighten the topping lift before dropping the main. He nearly coldcocked one of the lady guests. Ouch! A large man, Schriener abandoned his cruising dreams and took up racing, achieving great success as crew on Stars. If we remember correctly, he was crew on the World Champion boat several times.

**Maverick — Ericson 39
Tony Johnson and Terry Shrode
The Rock
(San Francisco)**

It's early October, it's 74°, and we're berthed in a marina in the shadow of the Rock of Gibraltar. Obviously, this is a major milestone, as we are about to leave the Med. But first, let me bring you up to date.

We were last at Puerto Colom on Spain's Balearic Island of Mallorca, and on our way to Ibiza. Ibiza was just fine, but it was not the den of iniquity we had been led to believe. There is a robust bar scene at the harbor, and some women do go topless at the beaches. It is no doubt ungallant of the Captain to propose that appearing topless in public areas — like the current fad inspired by our girl Britney of revealing a few inches just above and below the navel — is not the wisest fashion choice for every woman. Or man. But there it is. There also may be some strip joints in Ibiza. I don't know, we rarely stay up that late. Like Mr. Shrode says, "I'm not 50 anymore, you know."

I took a ferry trip over to Formentera, which is a small island next to Ibiza. This island had been highly recommended — albeit 30 years ago — by my friend Lowell Turner. At the time, Mr. Turner was the co-host, along with another friend, Kip Sullivan, of a radio show called *Jack and Harriet's Pie Shop*. Unfortunately, the radio business is a brutal one. When last I heard, Mr. Turner had been forced to take a professor's chair at Cornell University to earn his keep, and Kip had become a lawyer. How the mighty have fallen.

Should I have the good fortune to see my old friend's face again, I would have



to report that Formentera now has the highest number of motor scooter rentals per square inch of anywhere in the world. They also have a hippie market, which is highly touted, so Ship's Purchasing Agent Terry Shrode made me go to see what a decent hippie costs nowadays. It seems only yesterday that hippies were a dime a dozen, but one fears that the supply has diminished. Alas, so has the demand, so the hippie market was a bit sad. Only a trace of patchouli in the air brought a frisson of past glory to the Captain's heart.

Departing Ibiza, we motored every inch of the way to Gibraltar, stopping to anchor overnight at Motril, an unpleasantly fragrant town on the south coast of Spain. Our intention was to travel to Granada, but we found reservations were necessary. We only knew we were approaching Gibraltar by the numbers on our GPS, for a thick fog had developed. We certainly would have preferred to see that famous landmark from afar and reflect on the symbolism of our proximity to it, but it was not to be. So thick was the fog that the Captain perched himself on the bow to watch and listen for traffic. We slowed down and sounded our horn at the prescribed intervals because, as the reader

IN LATITUDES



SPREAD, INSET, AND LOWER RIGHT PHOTO COURTESY MAVERICK

Spread; A view of The Rock from one of the marinas in Gibraltar. Inset; A view of the marinas next to the airport from atop The Rock.

may remember, we had no radar, which was a victim of the lightning in Greece.

Once I heard an engine, and shouted back to Mr. Shrode, at the helm, that there was a vessel at 'two o'clock', broad on the starboard bow. I peered through the mist and was able to make out a dark shape perhaps an eighth of a mile away. About 10 seconds later, a supertanker came out of the fog and took up the entire horizon. The dark shape I'd seen had been its rudder — we were about 75 feet from it. "Hard to port!" I shouted, and by the time I did, I realized it was at anchor. It was a little unsettling to know just how far we couldn't see. We slowed down even more and headed further inshore, thinking we'd avoid any heavy traffic. As such, we felt our way around Europa Point and into the Bay of Gibraltar.

As Africa and Europe form two opposing pincers at the end of the Mediterranean Sea, it would appear on a typical world map that they face each other from sharp points of land. I had visualized Gibraltar as being on the north side, and the mountains of Morocco on the south.

But a larger-scale map will show that the Strait of Gibraltar is an asymmetrical slot about 30 miles long, which narrows to 8 miles in width between Point Marroquí (Spain) and Point Cires (Morocco). On the northeast corner of the slot is a bay shaped like a horseshoe on a wall, the west side of which is glued to the land, leaving the eastern side to form a peninsula about three-quarters of a mile wide. The southern three miles of this peninsula is occupied by the British colony of Gibraltar.

The Rock extends for about two of these three miles, and on its western flank is the city and port of Gibraltar. It would not be visible from the open sea on most approaches. We were lucky to find a berth at one of the three marinas here. We're situated about 500 feet from the runway of the airport, but there aren't that many flights, so it doesn't bother

our repose. Apparently, there are several plane wrecks off the end of the runway, right in the anchorage, that are popular dive sites.

With us here are Red Sea compadres *Delphis*, *L'Oasis*, *Stitches Explorer*, *Karma*, *Otter*, and Francis on *Okiva*. We saw the scar on Francis' head where he took 23 stitches after a fall across the large cabin of *Okiva* in heavy weather off of Sicily. He spent five days in the hospital.

The city of Gibraltar, along with the Rock, is the most interesting place we've been in the Med: For one thing, it's part British and part Spanish. They have a language of their own, but many residents are bilingual. There are several proper pubs in town with pub food and Newcastle Brown on tap. There are British ceremonies, and the Queen's likeness appears on the 20 pound note — although the money is slightly different than the English sort. The entire area is chock-a-block with historical sites and places of interest to the geologist.

Yesterday we took a cable car to the top of the Rock. It's solid limestone, and there is a cave in it that rivals any I've seen for stalactites and stalagmites. There are 32 miles of tunnels made by armed forces of various eras up to World War II. That's a lot of miles in a two-mile rock. There are also many so-called 'Barbary Apes', which are really a tailless, terrestrial macaque (*Macaca sylvana*). They have a free run of the place, à la Bali. At the southern tip of The Rock is a 9.2-inch gun that can fire a 380-pound shell all the way past the shores of Morocco — which is more than 13 miles away!

But these things are of small consequence compared to the view. Looking out on the vista brings one of the rare moments in this voyage where there is some sense of the weight of our whole under-

Macaque and man — in this case 'Maverick' crew Terry Shrode — contemplate one another atop a gun on The Rock.



CHANGES

taking. In Tahiti, you must pinch yourself. You sailed all the way to the South Pacific. The Torres Strait. The South China Sea. Borneo. Ceylon. The Red Sea. The Suez Canal. The recounting of it suggests drama, but like life at home, this usually gets lost in concerns over the everyday.

Now you look south and can see the mountains of Morocco across the Strait. To the east is the Mediterranean Sea you've just traversed, to the west, the large Bay of Gibraltar, full of ships from all over the world. And out to the southwest there is an ominous yet seductive haze reaching through the throat of the Strait out into the void, the beginning of the same great Atlantic Ocean that heaves itself onto the shores of Cape Canaveral, and Myrtle Beach, and Kitty Hawk, and Asbury Park, and Coney Island, and New Bedford, in America.

— tony 10/15/02

Wings — Serendipity 43

Fred Roswold & Judy Jensen

Port Vila, Vanuatu

(Seattle)

Having not checked in for a long time, here's what we've been up to. Since our last cruising season — which was in 2000 — we spent 18 months in Sydney, where we completed a significant refit on *Wings* while working at regular jobs in the city to finance the work. The low point might have been July 2001, when *Wings* — minus her keel, rudder, mast, deck hardware, and interior — was sitting on a large truck tire in a darkened shed at Noakes Shipyard. At the time, we were living in an apartment in the city. Nonetheless, she all came back together by the end of that year, and in March of this year we were ready to cruise again. We departed Coff's

'Wings', sailing with fellow cruisers and local non-sailors — see inset above right — during the recent regatta off Port Vila, Vanuatu.



Harbor in July to start an extensive cruise that will take us through New Caledonia, Vanuatu, the Solomon Islands, Papua New Guinea, Palau, the Philippines, and end in Hong Kong in May 2003.

The east coast of Australia proved to be as wild as its reputation, as we twice encountered winds over 40 knots that hadn't been forecast. Fortunately, they were aft of the beam both times, so we made the best of a rough situation by reaching quickly to the northeast and New Caledonia.

As far as we're concerned, New Caledonia is a underappreciated cruising destination. We loved the Loyalty Islands, and found beautiful anchorages without any other cruising boats on the east coast

of 'New Cal'. We think a whole season could be spent circumnavigating the country — although the new 30-day limit on visas for Americans is making it more difficult to arrange longer stays. On our trip back through Havannah Pass, we had 40-50 knot winds. They were from aft, so once again we had some pretty awesome sailing. But enough of those high

winds, as Judy doesn't care for much more of them. So we're looking forward to easier sailing.

We took advantage of Vanuatu's new port-of-entry at Lenekal on Tanna Island, and visited Port Resolution for a trip to the Yassur volcano. It's obvious that lawyers and insurance companies don't have much influence in Vanuatu, as each day groups of cruisers and tourists are escorted to the rim of the actively erupting volcano. Everyone gets to watch lava spout out of the vents on the crater floor — with some of the molten lava flying hundreds of feet into the air!

Since leaving Tanna we have spent over a month in Port Vila, Vanuatu's bustling capital — and we're still here. On Sundays they have a local yacht race, and once again we took part — as we did when we were here two years ago. Once again we recruited a great pick-up crew from cruisers and locals, which included Wendy and Garth from the Seattle-based *Velella*, Ed and Rachel of *Horai*, Richard and Walter of *Breakaway*, Links of *Belle Savage*, Martin and Christy of *Wind Runner*, and Dick, Timo, and Moulon, three Ni-Vanuatu men who had never sailed before.

If it had just been Judy and I, or maybe one other couple, we would have done the race without practice. But with 14 people — some of whom had never sailed before



COURTESY WINGS



BOTH PHOTOS COURTESY OF WINGS

The famous photo taken from 'Wings' during the deadly 'Nightmare Off New Zealand' storm of November 1998.

— we felt we needed practice the day before the real thing. It was awkward and uncomfortable when we first put the sails up, but after an hour we were tacking and jibing smoothly, flying the spinnaker — and feeling really good about ourselves. There is something special about the change that happens to a group when so many people from diverse backgrounds and skills join together as a crew. We all felt it as we lined the rail, the warm evening breeze in our faces, while powering upwind. Even *Wings* seemed to feel it, as she pointed higher and sailed faster than ever in those 20-knot winds. Of course, 14 people on the rail didn't hurt.

We sailed well on race day, too. Carrying the big kite in 30 knots of wind and ocean swells on the downwind leg was thrilling — perhaps too thrilling for some. But it went fine. It would have been better if we could have held off *Flojo*, an Elliott 45 from New Zealand. We had them at the start and later got them back at the mark, but then they were gone. But it was still fun. In fact, it took us back to Seattle when we had lived in a marina and had a nearly normal life with jobs and a car, friends and family. We almost thought we should stay in Port Vila, settle down, and resume racing every week.

But no, as soon we'll be off for the next island country as we wind our way across the equator and into the North Pacific again after four years down under. We aren't sure if we'll stick exactly to our plan, but maybe we'll be able to send a report on the racing scene in Hong Kong.

—fred & judy 11/15/02

Siren's Song — Brewer 43 Ruck & Linde Goldreyer Golfito, Costa Rica (N/A)

We spent a month in Golfito, a great small town of 3,000 at the edge of the tropical rainforest in southern Costa Rica. Up until 1985, Golfito pretty much was a banana republic, as it served as the regional headquarters for the United Fruit Company. Nowadays, it's a good place to provision, has a good duty-free zone with some of the lowest prices in Costa Rica, and nice people.

We kept *Siren Song* on a mooring off Barrana Bay Marina, which is run by Bruce and Peggy Blevins, a couple in their 30s. Banana Bay, which has 20 slips, extends tremendous courtesy and help to the cruising community at reasonable prices. For example, they have eight moorings for \$10 a night or \$260 a month, and a dinghy dock. Slips, mostly used by sportfishing boats, are more dear. It's \$1.25/ft/night or \$16/ft/month. It's also possible to anchor out at no charge, and there are often five to 15 sailboats on the

hook. One thing we like is that Banana Bay's restaurant menu has been greatly expanded. Rather than being limited to a 'cheeseburger in paradise', you can also order the perfect pastrami sandwich or the best chicken wings to be had outside of Buffalo.

Folks in Mexico will be envious to know that it only costs \$35 to clear a boat into Costa Rica, and that goes to the Agriculture Department. Oh, there's also a sort of mandatory 50-cents per person contribution to the Red Cross. For boats leaving, there is a new *zarpe* tax of \$20 for boats under 50 feet, and \$50 for boats over 50 feet. We've heard that up until about six years ago there was an official known as 'Rambo' who made life miserable for cruisers, and to a large extent ruined the reputation of Golfito. He's long gone, and most of the officials are pleasant and professional.

We left Golfito about midnight, but didn't get far, as there was a problem with the oil sending unit in our diesel. Despite our returning at 0100, Bruce was waiting on the dock, flashlight shining through near zero-visibility caused by pouring rain, making space available to us. Since Ruck needed to fly back to the States for a few weeks, we were concerned about Linde being alone on the boat. We need not have worried, as the area was patrolled throughout the night by a guard in a *panga* from the Banana Bay Marina, as well as by Land and Sea Services, which is next door. The security was fantastic.

By the way, Tim and Katie Leachman of Land and Sea Services also have a lot to offer cruisers, rounding out the services and amenities in the area. Tim is originally from Santa Barbara and Newport Beach, but sailed here in '93 with Katie aboard the sloop *Caribee*. They fell in love with the place, and now provide yacht services, deliveries, and other help.

Banana Bay Marina, located at the very edge of the jungle at Golfito in southern Costa Rica, where boats are replacing bananas.



BANANA BAY MARINA

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Golfito continues to grow, as there is a new Internet cafe with high speed access, and plans for another marina with about 20 slips. In fact, the guy intending to build the new marina had kept his boat at Banana Bay for three years, so he knows and likes the area. Golfito is a definite stop for fun such as world class surfing, fishing, spelunking, kayaking, and nature loving. It's also a good place for mariners needing machine, metal, and canvas work. We are presently in the Secas Islands off of northern Panama, where the water is clean, the fishing good, and the cruising terrific.

— ruck & linde 11/05/02

Readers — The above Changes was 'fortified' with additional factual information provided to us by Bruce Blevins during a telephone interview. Both Banana Bay and Land and Sea have websites.

Reliance — Brewer 50 The Guerner Family Tranny Trouble In Costa Rica (San Francisco)

There's never a dull moment cruising. After leaving El Coco in Costa Rica for a half-day run to Bahia Brasilito and Playa Conchal — supposedly one of the country's best shell beaches — we were visited by Murphy. As we approached the southeast beach with 18 feet of water under the keel, I shifted the engine into reverse to drop the anchor. There was no reverse. I ran to the foredeck and released the brake on the windlass, lowering a 75-lb Danforth with 200 feet of chain. If you think that a boat can't have brakes, think again. The hook grabbed and *Reliance* turned into the swell.

I didn't want to ruin the day, so I put off investigating the gear problem. We enjoyed several hours on the excellent beach, but didn't find any shells. Perhaps our 11-year-old guidebook was a little out of date.

The next morning I opened up the floor in the pilothouse, looked down at the rear of the gear box, and saw there was an 8-inch space between the gearbox and the shaft. It's hard to put the prop in reverse when the shaft isn't connected to the engine. The problem was that the Drivesaver 504 — the red plastic plate between the two metal flanges — had literally exploded. The prop and shaft then corkscrewed themselves outwards until they hit the rudder shaft. The prop has its own cavity in front of the rudder, so there was no damage to the propeller or the monel shaft. It's so nice to have a steel boat, as I don't want to think about what a runaway prop could do to a foam-filled fiberglass

rudder.

Anyway, there we sat, at least five miles from civilization or telephone access. We hitched a \$20 car ride with someone on the beach to Marina Flamingo, and inquired by phone with marine suppliers in Puntarenas about a replacement plate. It would have to come from the States and take at least five days — plus Customs delays. After talking to several locals, I decided to have a spacer plate fabricated at a machine shop in Liberia, about 90 minutes away.

In order to get *Reliance* back to some sort of civilization, such as Marina Flamingo, I improvised a spacer between the flange plates, running 3/8-inch all-thread as bolts through it. Motoring at very low rpms, we made it to Flamingo. We got the first mooring in the second row, which the owner of the marina said would be all right until the end of the month when the minus tides would make it necessary to relocate.

The only reason we'd brought *Reliance* into the harbor was because the outside anchorage was very roly. At 6 p.m., we went ashore for a dinner that lasted two hours. As we returned to the boat, we were stunned to find she was tilted over 60°! The midship portholes in the side of the hull were open, and the water was within 1 centimeter of pouring into the boat! And low tide wasn't for another 30 minutes. We put Olivia, the lightest, onboard to rush inside as fast as possible — which wasn't easy with the boat heeled over so far and such a mess on the sole — to shut the portholes. I then took my wife Sherry and oldest daughter Martinique to shore to find shelter under the overhang of the marina office. There had been a tropical downpour on our way out to the boat, so everybody was drenched.

After returning alone to the boat, I gave Olivia a hand securing the contents of cabinets and shelves, and confirmed that all ports and hatches were cinched down tight. By this time, the starboard ports were halfway underwater. Olivia packed some dry clothes for Sherry and Marti, and I went back ashore so they could get out of their soaked clothing. Sometime later, the rain subsided enough for us three to make a run for a local bar on the hill for some hot coffee and tea. We waited there for two hours for *Reliance* to right herself.

While sitting in the bar and looking over the tide tables, we decided to depart the harbor at the next high tide — at 2:45 a.m. At the appointed hour, Marti and I moved the boat out of the harbor and back into the rolling bay. I am now waiting for



the weekend to end so I can leave for Liberia to hopefully get my temporary spacer made. A brand new replacement will hopefully be delivered by Don, a friend of Marti's, when he comes to visit.

— sven 10/5/02

Cruise Notes:

"The Ericson 39 *Pneuma* from Seattle, which was being cruised by Guy and Melissa Stevens, was lost on the evening of November 19 while at anchor at South Minerva Reef," report Peter and Susan Wolcott of the Hawaii-based SC 52 *Kiapa*. "The couple, who have had the boat for seven years and who had already sailed her to New Zealand once, are safe. Minerva Reef is located about 250 miles from Tonga on the way to New Zealand. It consists of two open ocean reefs that only fully rise above the ocean surface at low tide.

"It all started on the morning of the 19th, when nine cruising boats departed South Minerva, about 20 miles from North Minerva, for Opuia, New Zealand, leaving just two boats in the lagoon. There were still three boats in the North Lagoon. The weather was relatively benign, with overcast skies and 10-15 knots of breeze. The wind was shifty, however, due to a the



MAC AND MARY SHROYER



Three views of Santa Rosalillita on the Pacific side of Baja, the first 'step' in a 'Nautical Stairway' — that we're certain will not be built.

effects of a stationary front. At about 2000 local time, while we paused on the Puddle Jump frequency on our way to the Russell Radio evening roll call, we happened to hear Guy calling for help. We got him to an emergency frequency. *Harmony*, Guy and Melissa's buddyboat, was closest to them, but didn't have their radio on, and didn't know what happened until hours later.

"After hearing about the situation, the skippers of *Scott Free*, a Hallberg-Rassy from Marblehead, Mass., *Infidien*, and *White Hawk* up in North Minerva, jumped aboard *Scott Free* and motored through the night to South Minerva. The women and kids from those three boats stayed behind aboard *White Hawk* to be the communications vessel. Once the three skippers on *Scott Free* got to South Minerva, they left the boat outside the tricky pass and dinghied into the lagoon to rescue Guy and Melissa. *Kela*, a Colorado-based Sundeer 65 with Kirk, Debbie, Braden, and Grady aboard, had been about 30 miles from South Minerva when the mayday was issued, and were the second boat on the scene. They took Guy and

Melissa aboard. The crews of *Kela* and *Harmony* — the latter boat being the third on the scene — spent the next two days salvaging what they could. We are so sorry for Guy and Melissa's loss, as they are great folks and able cruisers. We're sure they'll be back out here soon. The crews of *Scott Free*, *White Hawk*, *Infidien*, *Kela*, and *Harmony* did everything possible to ensure the swift and safe rescue of the *Pneuma* crew. We cruisers draw comfort from that fact that there are such capable and caring folks out here with us."

After this year's Ha-Ha finished in **Cabo San Lucas**, we spent a couple of days kicking around getting the latest news. Here's what we learned. A **phony clearing service** pretended to check a few boats in, stamping their papers with a counterfeit rubber stamp. Some Ha-Ha folks saved a bunch of money — but burned a lot of time — doing the clearing themselves. The biggest delay — as much as two hours — took place at **Immigration**. All Immigration has to do is stamp the visa, a 30-second process at airports. It should not take any longer at an Immigration office, so the delay is them waiting for a 'gratuity'. Some cruisers pay it to move the process along, others wait it out. **Enrique Fernandez del Castillo**, the Director General of Marina Cabo San Lucas, told us that he agrees with every-

thing *Latitude* has written about the proposed Escalera Nautica — or **Nautical Stairway** — in *Latitude* or been quoted about it in the Mexico City newspapers. Specifically, that the estimates of U.S. boats that would use the network of marinas to come to Mexico are ridiculous, that there's no market for the proposed marinas, and they won't be built because there isn't the money to do it. Fernandez also said that the plan has been bad for cruisers and marinas because **environmentalists are going crazy** in the mistaken belief that up to 70,000 U.S. boats will be coming to the Sea of Cortez each year. Yeah, right! As a result of the rise in fuel prices, a lot of the big motoryachts decided to go to Costa Rica last year — showing that even they react to the increase of fuel prices in Mexico to over \$2 U.S./gallon. Many of them are coming back this year, however, having discovered how much it rains in Costa Rica. The plan for a **cruise ship pier** to jut out into the bay at Cabo has been turned down because, among other things, it would have blocked views. Other proposals may evolve, however. Something like 130 new slips for megayachts will apparently be built in the Inner Harbor by next fall, completely filling it in. Oddly enough, both **Marina Cabo San Lucas** and **Marinas de Baja** seem to think they'll be the ones building and managing the berths. Once again the idea for a **marina at San Jose del Cabo** is going around, but it's unclear if those involved appreciate how much it would cost to build. In the bad news, good news, bad news category, laws were passed that would have allowed long lining with up to 2,000 hooks from pangas in the Sea of Cortez, as well as gill netting. That's bad. What was good is that President Vincente Fox, in an unprecedented action, vetoed the legislation. On the bad news again side, there aren't enough government agents to monitor

An ill-conceived plan for a cruise ship pier that would have obstructed much of Cabo's signature view of the Friars was turned down.



LATITUDE/RICHARD

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fishing, so the devastating practices go on anyway. The tip of Baja has grown so rapidly in the last 15 years that it no longer has enough **water**. Indeed, while we were there much of the town — even some of the luxury hotels — was having the water turned off several times a day. But the water continued to flow at Marina Cabo San Lucas, where they make 40,000 gallons of their own water each day. This is one of the reasons it's so expensive. The Cabo peninsula is slated to get its own **desalinization plant**, although it won't be up and running for several years. Meanwhile, most people hydrate with *cervezas*. It's possible to get **fuel in Cabo without having to check in**. In fact, this now seems to be the case just about everywhere in Mexico — even Barra de Navidad, where the port captain's more rigid enforcement of the law was driving away the big powerboats — and along with them the big bucks they poured into the local economy. This policy, of course, is subject to change on a moment's notice. That's the Cabo report.

"What's the deal this year with the port captain in **San Blas**, who has been the scourge of cruisers because he has ille-



DICK MARKIE

Gina Markie poses with some of the relief supplies that cruisers and others donated to the folks around San Blas.

gally forced them to use a clearing service? It's hard to say, as San Blas was ground zero for hurricane **Kenna**, and at last word continued to be under martial law — which meant cruising boats weren't

allowed to stop. By the way, Paradise Marina Harbormaster Dick Markie visited San Blas bearing supplies donated by cruisers and others, and reports that the Mexican Army and Navy did an excellent job with their relief efforts.

"We're currently in Mexico and are planning to head to the South Pacific in February or March, and have heard lots about the **Puddle Jump**," writes Graham of **Pau Hana**. "Will there be another Puddle Jump Kick-Off Party and Puddle Jump this coming year? How do we get more info? We'd like to participate, help out, jump up and down — all that stuff."

For the fourth year in a row, **Latitude 38** and **Paradise Village Marina** will be hosting a **Puddle Jump Kick-Off Party** — this year on Wednesday, March 4 — at Paradise Resort. Last year's Puddle Jump class, the most organized in history, assembled a definitive **Guide To Puddle Jumping** — which was over 100 pages and packed and with information, forms, radio schedules, clearing procedures for the various islands, and such. We expect that an updated version will be available at the party this year, hopefully for no



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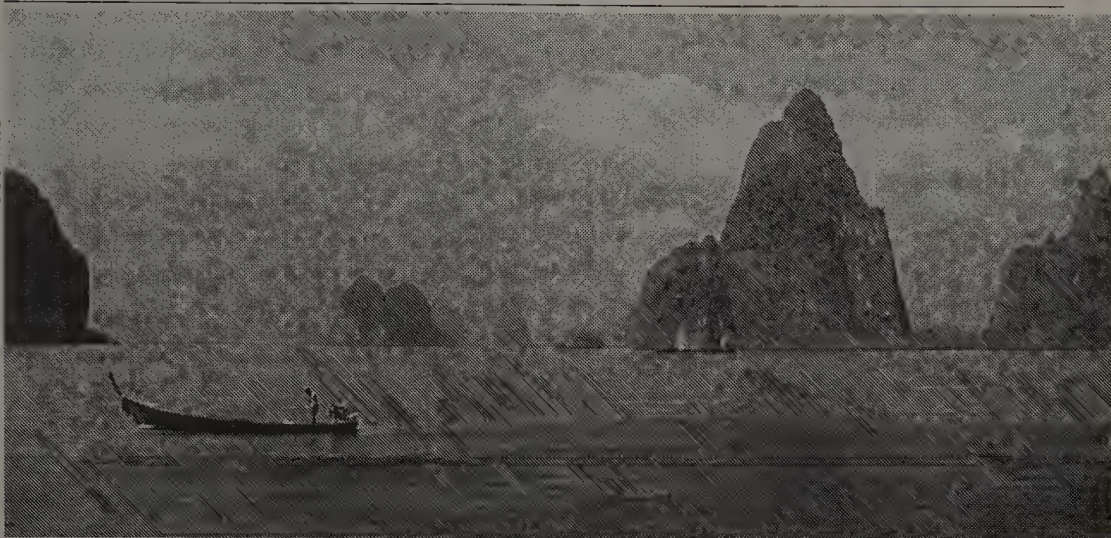
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more than the copying costs. In addition, there will be free March issues of *Latitude* hot off the press for everyone, free beverages, group photos, and other fun. Incidentally, the party is only open to those boats puddle jumping in 2003. Keep reading *Latitude* and *Electronic Latitude* for updated information.

"Here in Thailand, foreigners have to leave the country every 30 days to get their visas renewed," report Buddy and Ruth Ellison of the Northern California-based Hans Christian 48 **Annapurna**. "For a long time, the most popular destination was Myanmar, formerly Burma. Unfortunately, that border was recently closed because of troubles between the two countries. It's also necessary to take the boat out of the country once every six months, so on June 15 we departed Phuket to spend a month sailing down to Langkawi, Malaysia. After visiting some islands, we left our boat at Rebak Marina — which is luxurious, and where yachties get to use all the facilities at the adjacent luxury resort. Early next year, we'll cross the Indian Ocean, travel up through the Red Sea and the Suez Canal to the Med. It

COURTESY MAVERICK



With places as beautiful as Phang Nga Bay, no wonder cruisers travel every 30 days to get their visas to Thailand renewed.

ought to be an interesting adventure. Last year's group gave the trip mixed reviews. There were no dangers from pirates or religious fanatics, but we're told that the touts could be overwhelming and the *baksheesh* tiresome."

Although the entries were off this year to 46 in early November's **West Marine**

Caribbean 1500 Cruising Rally from Hampton, Virginia, to the British Virgins, it featured a fleet of good boats, ranging from a couple of Island Packet 350s, to 47-foot Catana and Leopard catamarans, to some mid 50s Swans, to a Deerfoot 62 and a Tayana 65. We didn't get a report on the weather, but superb sailor Steve Pettengill drove the HC 50 **Hunter's Child** to class and fleet honors by finishing in 189 hours — just over 30 hours of motoring. Jack Madden's Swan 53 **Lady B** was a close second, while Mark and



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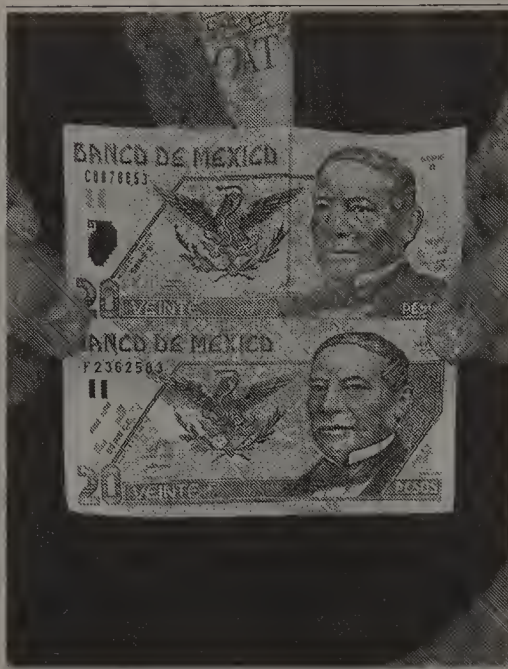
CHANGES

Cheryl Mahowald's J/42 **Strider** was third. The entry fee was \$800 per boat and \$45 per crew. Cruising Rally Association, which puts on the Carib 1500, will be running the **Atlantic Cup** from the British Virgins to Bermuda on May 11.

"We just got in after blasting 7 days and 4 hours from Newport, Rhode Island to St. Barths," writes D. Randy West of St. Barth from aboard the 67-ft **Mischievous**. "I love it out there on the ocean! We had up to 40 knots in the Gulfstream, and were surfing 'condos' at up to 14 knots. Not bad for a lead sled." D. Randy, who is the person most responsible for getting us interested in catamarans, spent the summer sailing the Farr 80 **Y Knot** to Croatia, where he says, "The women aren't good-looking, they're beautiful!"

Mexico cruisers will be delighted to learn that the U.S. dollar, which only brought 8.5 pesos last season, is now commanding **10 pesos** — a major improvement. Also new this year is plastic currency — you can see right through part of it as though it were film.

On November 24th, the granddaddy and biggest of all cruising rallies, the 2,700-



LATITUDE/ANNIE

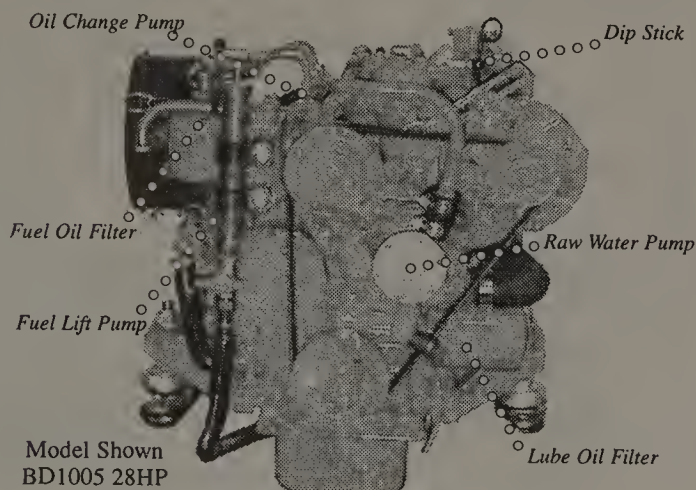
Paper or plastic? Mexico's old currency was paper, the new stuff is plastic. So before long, you'll have to pay with either plastic or plastic.

mile **Atlantic Rally for Cruisers (ARC)**, left the Canary Islands for St. Lucia. The 225 entry slots had been filled six months ago, with countless Swans, Oysters and other fine boats from England, Germany,

and the Scandinavian countries. Carrying the hopes of America — and Northern California — are Mark and David Bernhard and their new Catana 581 catamaran **Aurora**, which will be crewed by, among others, Pat Nolan of **Grand Slam** and the Columbia 5.5 **Arrow**, and Chris Maher of the Beneteau 42 **Blarney**³. Both of these crewmember participated in the Ha-Ha and had only nine days before jetting off to the Canaries. We hope to post updates of their crossing on *Lectronic*.

'Bird' Livingston and Susie Grubler raced their Wylie 39 **Hotty Naughty** to first in class and third overall in the West Marine Pacific Cup in July, then sailed over to Maui and got married at the Lahaina YC. Their honeymoon was to be a cruise across the South Pacific to New Zealand. Unfortunately, there were a few loose ends before they could get away — such as clients hounding the Birdman for the plans to houses they wanted build. Before the newlyweds knew it, the tropical cyclone season had arrived in the South Pacific, and they were stuck in Hawaii for the winter. Since they report

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LATTITUDE/RICHARD



Spread; The classic Columbia 31 'Tango'. Inset; Emily and Derek on the beach at Cabo, Caribbean bound on a budget.

on to the Caribbean.

"I'm looking for information about sailing from **the Bay Area north** to the Inside Passage to Alaska," writes JFM. "Can you help?" We probably could — if you

told us what boat you have, what time of year you want to go, and how much experience you have.

"I recently flew back to Holland to rejoin my boat, which I doubledhanded here from Moss Landing two years ago," writes Ivan Rusch of the Rassy 31 **Örnaerie**. "While I was gone, the people took good care of my boat. After some repairs to the clutch, I headed south through the ca-

there is so much fun sailing stuff happening in Lahaina, we outfitted them with a great digital camera and deputized them — something we very rarely do — as official *Latitude* correspondents. We're sure they've taken all kinds of beautiful shots of Maui, boats, and sailors, but we haven't gotten any yet. The Birdman mentioned something about the Internet between Hawaii and California being really slow — but slower than a Matson liner?

Seeing how much fun their Sausalito friends Christian Lauducci and Ali had cruising Mexico two winters ago aboard the the Haida 26 **Blue Dragon** for about \$300 a month, Derek and Emily Fischer bought the Columbia 31 **Tango** and outfitted her to go cruising — although on not quite so small a budget. Alas, the two architects from Indiana moved to Hawaii for Emily's job. But after a short time, they both quit their island jobs, provisioned the boat, and took off for Mexico. We bumped into them at Turtle Bay and Cabo, where they were having a great time getting to know some of the other 35-and-under surfer/cruisers. Their plan is to continue

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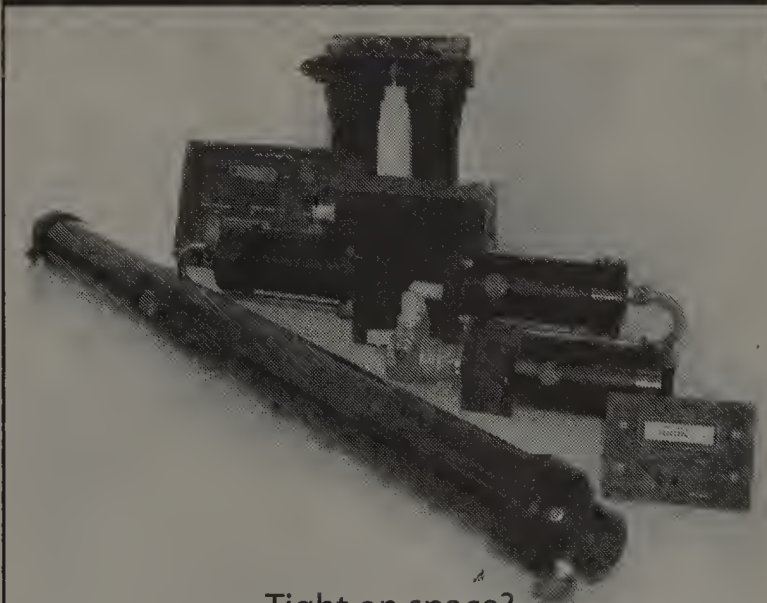
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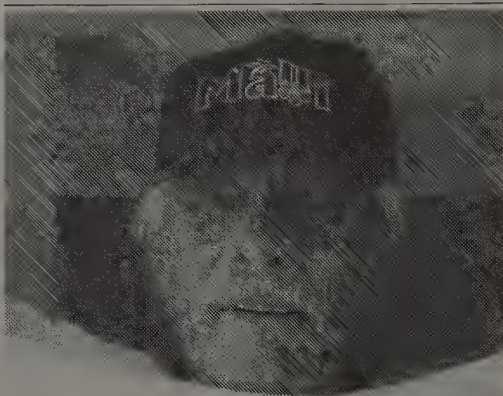
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CHANGES

nals and locks toward Belgium. I started at 4 a.m., and catching a seven-knot tide, used my radar and VHF to get to the North Atlantic and away from heavy shipping traffic. At 3 p.m., I arrived at Nieuwpoort, Belgium, a town loaded with history from both world wars. So many wars have been fought in Belgium! I got a ride — the people are so friendly — to Calais, France, where I took a ferry to Dover — white cliffs and all — and the train to Portsmouth, England, to get my ST1000 autopilot fixed. I became totally absorbed by Nelson's exploits at Trafalgar. I'll be returning to Portsmouth, the Isle of Wight, and Cowes, but right now I've made my way over to Dublin, Ireland. What a place! There are pubs everywhere, and I'm soaking up traditional fiddle-tin whistle-accordion stuff. Yesterday I took a small bus tour into the valleys and hills of the green, and saw many stone ruins from the days of the Vikings and other bad guys. I found out that a marina slip for my 31-ft boat would run \$500/month — 2.5 times what I pay in Belgium. It's too late in the year for me to sail to Spain as I'd hoped, so I may stay in Belgium. I love

LATITUDE/ANNIE



Latitude 38

25 years of sailing mischief

Ivan may be more than 20 years our senior, but he's an inspiration for the way he's getting around living life to the fullest.

this life!"

Did we mention that Ivan is 77 years old and only took up ocean sailing two years ago?

"Hola, from beautiful downtown Puerto

Escondido, Baja, where life is grand!" writes Robin Hardy of **Cat's Meow**, a 52-ft trawler from San Pedro. "I would like to correct a few misunderstandings about life as it is here in this beautiful part of the Sea of Cortez. First, Fonatur, which is the Mexican agency that among other things, develops tourist areas, is not collecting anchoring fees. I suppose that if a cruiser wanted to, he/she could ride into town and find the place to pay, but nobody has had to pay yet. Similarly, if someone wants to pay a fee for being in the new National Park out at the islands, there is probably a way to do it — but nobody here knows what is is. Complaints about such fees are much ado about nothing. Water costs some minimal amount for a whole lot, and you get quite a bit for free if you pay \$20 to park your car in the lot — which is lit and guarded. Finally, if we cruisers are supposed to be paying for garbage disposal, we don't know how much or where and when to pay. If there's a change in this situation, I'll let you know."

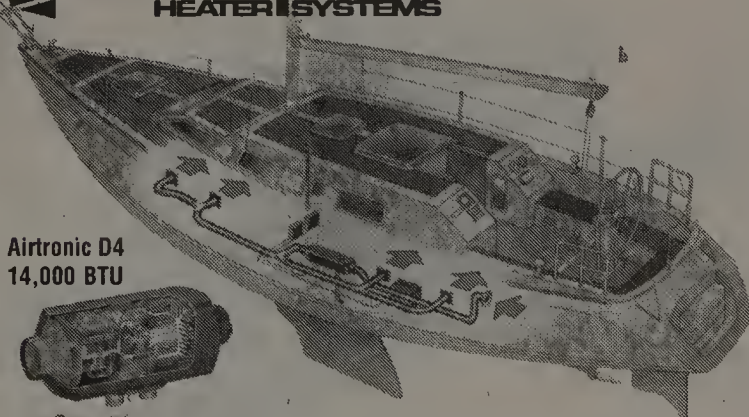
It was 25 years ago that we first cruised



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MIKE MILLER



out of Puerto Escondido aboard Max Zenobi's Bounty II **Maverick**, and even back then cruisers were grouching about the "end of cruising in the Sea of Cortez as we know it." Ever since, there's been an almost continuous chorus of how bad things have become — despite virtually no changes. Our personal theory is that the cruising life is so sweet down there that some *gringos* actually feel guilty, and can only console themselves by inventing some kind of vague but perpetually impending doom. But not everybody complains:

"The accompanying photo is to assure all of this year's Baja Ha-Ha participants that just when they think they've had enough rice, beans, *carnitas*, tortillas, fish tacos, and all of the other wonderful gastronomic delights of Mexico, a delicious American-style pizza can still be found — and delivered to the anchorage," writes Mike Miller of the Ventura-based Vanguard 32 **Uhuru**. "After befriending Denise and Jorge of Tiffany's Pizza Parlor in Loreto in May of 2000, I returned again this year to enjoy the best pizza in all of

What's the secret? How can a pizza place in Loreto cook 16 pizzas, deliver them 25 miles away, and still have them taste delicious?

Mexico! After taking pizza orders from 16 boats in the Puerto Escondido anchorage, I called Tiffany's and scheduled delivery for 6:30 p.m. Nobody was disappointed!"

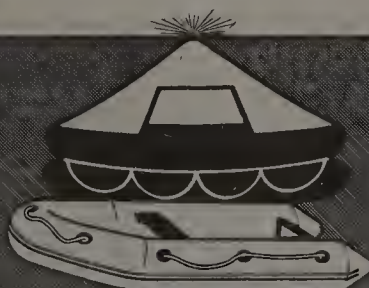
"Could you steer me to a reasonably priced place to moor/store my sailboat in **Mazatlan**?" asks Dal Farias of Bellingham, Washington.

Les Sutton, who has been cruising Mexico for three years with Diane Grant on the Albin 42 **Gemini**, just stopped by the office and reports that the prices for a 42-foot slip in Mazatlan range from as low as \$216/month for a slip without water

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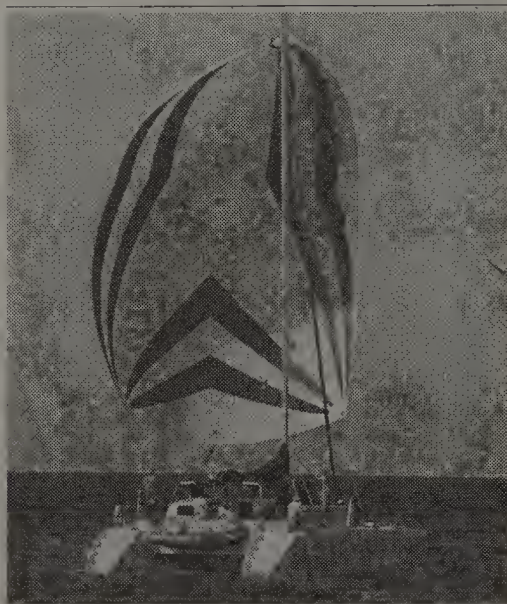
BAJA HA-HA

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CHANGES

or electricity at **Isla Mazatlan Marina**, to \$400/month at **Marina Mazatlan**, to \$600/month at the considerably more luxurious **Marina El Cid**. (For a price comparison, Sutton was paying about \$600 at **Marina Palmira** in La Paz — but only when he used electricity, which was a flat \$125 U.S. — wow! — a month. When comparing marina prices in Mexico, be sure to include taxes, which can total 15% or more.) Both Sutton, and Doug Terrell, who sometimes sails aboard the Mazatlan-based Ericson 36C **Warthog**, advise that Marina Mazatlan, with the legal issues apparently behind them, is getting a lot more boats now. In fact, there were so many Ha-Ha boats coming in that Gerado got overwhelmed and brought Sylvia back in. Note that the channel to all three marinas is being dredged, so check on 16 or 72 before entering.

Blair Grinols of Vallejo, who for the last seven or so years had been a cruising stalwart in Mexico, took off for Hawaii in early November aboard his much-travelled 46-ft cat **Capricorn Cat**. Mexican cruising friends "Jack from **Elixir** and Joe from **Maverick**" were along as crew. Blair says the itinerary is to "cruise through the



LATITUDE/RICHARD

This will be 'Capricorn Cat's second foray into the Pacific. She's seen here on Banderas Bay with her big chute.

Hawaiian Islands in November, sail to Majuro in the Marshall's in December for two or three months of diving, then sail down to the Gilberts on the equator in February. Once we are assured the southern hemisphere tropical cyclone season

is over, we'll try to sail upwind to Fiji, where Joanie, my wife, will be waiting. By August we'll have to decide whether to continue to New Zealand or return home."

"Thanks to the derelict Mariner 35 ketch **Freedom**, which washed up on the beach at Z-town in October, but is now working her way toward China, the port captain is requiring proof of liability insurance as part of the clearance procedure," reports Craig Gottschalk. "I get this information from Ted V., a world renowned multihull sailor and surfer aboard the 35-ft trimaran **Mustang** out of Santee. He and his boat were the first in the bay this season, and he was forced to pay \$100 in port fees and locally purchased insurance for four days on the hook. He was on the fast track to Costa Rica, but with hurricane **Kenna** forming to the south, Ted did what most conservative sailors would have done — waited it out at Marina Ixtapa while getting in a couple of days of surfing at Playa Linda. **Kenna**, by the way, passed offshore of Z-town without even sending a ripple."

For one couples' report on how **Freedom** came to be on the beach at Z-town,

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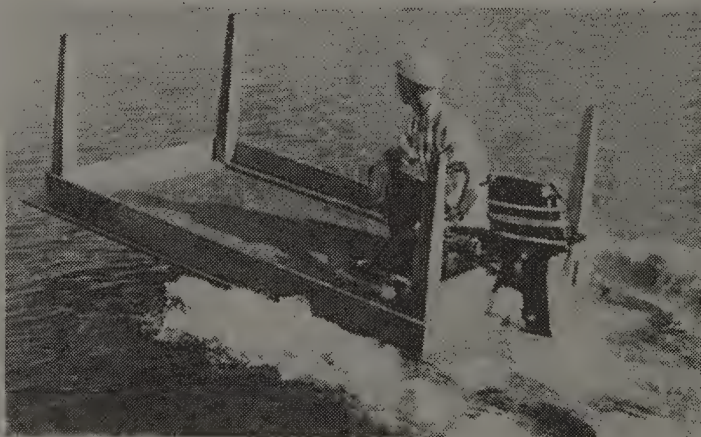
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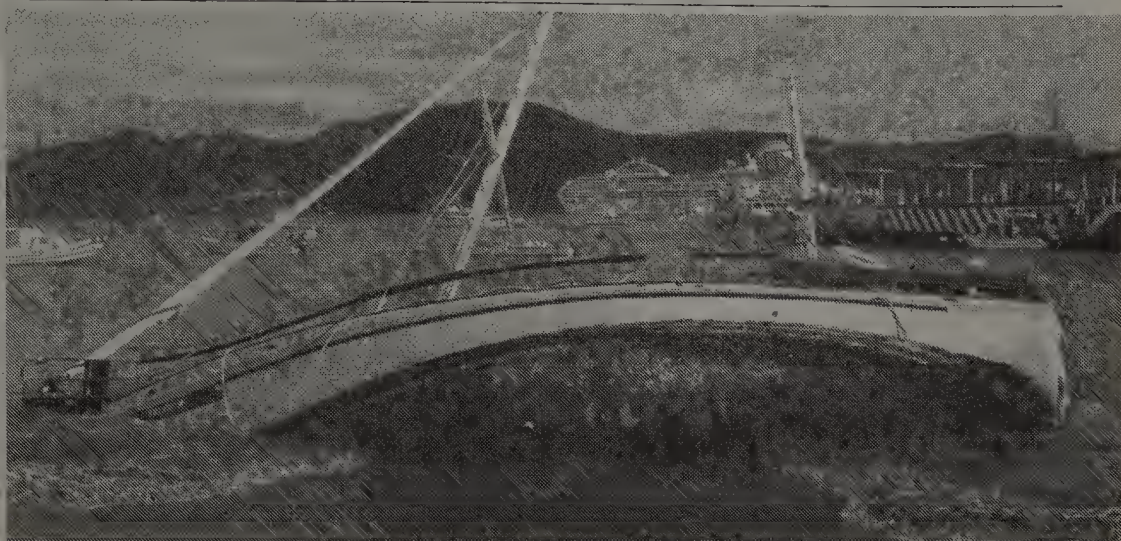
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CRAIG GOTTSCHALK



We know it wasn't intentional, but the loss of the unattended 'Freedom' at Z-town will have a negative affect on this year's cruisers.

our business and flew to Australia. We started a bakery there, only to lose everything again. We returned to Sausalito to replenish our much depleted kitty, and now three years later are off to Trinidad to find our next boat and home. We'll stay with Jeff and Dawn Stone, formerly of Sausalito, aboard the Nicholson 39 **Dawn**.

They now run Nautikol Refrigeration in Chaugauramas, and say they have a few boats for us to see. Oh boy! Freedom, not money, is the real currency!"

Excellent philosophy — we just wish that you'd included your name or that we could remember it. Don something?

Have a great **winter cruising season** everyone, and remember to email quick updates on your fun to: richard@latitude38.com. Don't forget the boat name, boat type, your full name, and your hailing port. Love and kisses!

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ANNOUNCEMENT

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8-FT AVON REDSTART DINGHY. Floorboards, etc., \$325. 8 hp Johnson Sailmaster XL, just serviced, remote, 2 tanks, S/S O/B bracket, \$950. 2 hp Evinrude short, runs great, \$325. Good condition. Call Mike (925) 787-3430 or email: redbeemr@astound.net.

ZODIAC CADET C310 FR. Air floor inflatable boat with Yamaha 9.9 hp 4-stroke motor. 18-months-old, used 3 times, less than 5 hours total time. Includes boat cover and fuel tank. \$3,195. Please call (510) 522-4941 anytime or email: WCF3905@sailmail.com.

LASER 2, 1984 WITH TRAILER. Fun, wet, 14-ft, 2-person dinghy with main, jib, spinnaker, and almost new extra main. Needs new lines. Includes trapeze harness. Trailer has new tires and repacked bearings. (510) 504-0364 (leave msg).



13-FT INFLATABLE, 1986. Very clean. New floor boards with metal frames that give solid bottom to boat. New gas tank, fuel line, docking and grab lines, life vests. Rebuilt 18 hp Nissan outboard engine. One hour on rebuilt engine, 25+ mph. Transom rated at 40 hp. Trailer is included with new tires, rims and 3rd wheel. \$2,500. Call Mike (650) 245-2446.

15-FT WHITEHALL. Classic clinker built wooden row/sailboat. All refinished. Complete sail rig and jib. 2 rowing stations with 2 sets of oars and sliding seat. All ready to go, row or sail, with trailer. \$5,000. Call Bill (831) 684-1515.

8-FT FATTY KNEES. White with blue stripe, excellent condition. Complete with oars and sail kit. \$1,000. Please call (209) 531-0227.

VANGUARD 15, 2002. Blue and white. Dolly, top and bottom covers, boardbag, tapered sheets, stalocs. \$4,200/obo. Call (831) 469-3980.

24 FEET & UNDER

RANGER 23, 1977. Very nice clean boat. Bottom painted Oct 2002. Roller jib plus many other sails including 2 spinnakers and pole. Nissan 8, depthmeter, knotmeter, 6 winches, stereo, VHF, much more. In Berkeley. See Website: <http://home.attbi.com/~rcoleman/Rascalpics.html> \$4,900/obo. Call (510) 843-6504.

MONTGOMERY 15, 1988. 2.2 hp Mercury outboard, trailer, 1. \$4,500. Call (831) 479-7711. **GOLD**

COLUMBIA CHALLENGER 24. Great condition. New VHF, Porta-Potti, fresh topside paint, bottom in good condition. Reliable 7.5 Evinrude, sleeps 4, extra sails. Solid Bay boat. Must see, must sell. Berkeley Slip C029. \$2,800/obo. Please call Paul (510) 589-7511.

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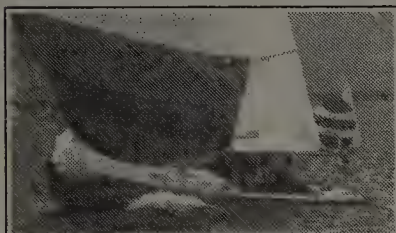
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J/24, 1979. Easily singlehanded with Harken roller furling and lines led aft. 2 mains and 5 jibs plus spinnaker. 8 hp Johnson outboard. Very good condition. \$5,500. Call (510) 520-8432.



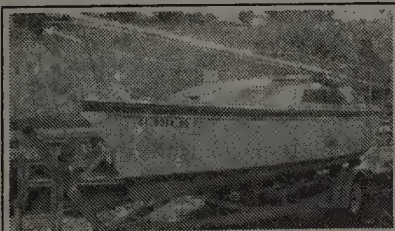
SKIPJACK/FRIENDSHIP SLOOP. 20-FT LOA. Designed, built 1987 by Wm Allen. Epoxy on marine ply, gaff and Marconi rigs with sails. Centerboard, O/B motor, dinghy, sink, water tank, trailer. Sleeps 2, varnished interior, awnings, covers. Garage-stored and well maintained. Dana Point, CA. \$8,000. Call (949) 496-1173.

MONTGOMERY 15, 1981. New 2.5 hp Mariner outboard, Trail-Rite trailer. New bottom paint, cabin cushions, anchor, compass, full cover, etc. All in excellent condition. \$4,800. Call (619) 820-6412.



RHODES 19. Amante. 2318. Twice SFYC Club Champion. Winner many CYC Midwinters and Friday Night Series. Original red gelcoat. Doyle sails, trailer, Seagull outboard, lots of Harken racing gear. Custom boom, spinnaker pole and rudder. At SFYC drydock. \$4,500. Call Kirk (925) 820-2625.

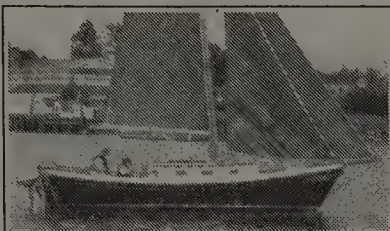
CORONADO 15. One-design racer/daysailer with pickup centerboard, trailer with winch, inboard electric motor, feathering prop, solar charger, furling jib, pole, trapeze, boat cover and straps, extras. All great shape. \$2,850. Call (510) 386-5822.



O'DAY 222, 1984. Good condition. Low usage. Swing keel, sails are like new, 7.5 hp Honda 4-stroke, runs great. Furling jib, 2 anchors, Porta-Potti, lifevests, new battery, VHF. EZ-Loader trailer, disc brakes, new tires, excellent condition. Located Santa Cruz. \$6,000. Call (831) 479-9086 or email: albertlee@bigplanet.com.

24-FT INTERNATIONAL 110. Excellent condition with trailer, class main, 155, jib, spinnaker. Asking \$1,200. Please call (916) 687-8350 or (916) 502-1644.

COLUMBIA 23, 1972 on trailer. New sails, main, 110, 150, 2 spinnakers, 1 gennaker. 8 hp Nissan O/B. Boat cover. Clean inside and out. \$4,000. Dan (209) 239-1173.



VENTURE NEWPORT 23, 1973. Cutter. Fully restored. Beautiful. Scallywag, written up in *Good Old Boat*. New dodger, keel fairing, bottom paint, nearly new sails. Honda 5 hp outboard. Rebuilt trailer. See to believe at <www.northcoast.com/~fishhead> \$10,000/obo. (707) 725-7924.

25 TO 28 FEET

CAL 2-27, 1978. Mint condition. Atomic 4 engine. Roller furling, spinnaker, beautiful teak interior. Channel Islands Marina, Oxnard, CA. \$12,000. (801) 252-9275.

CATALINA 27, 1973. Wind generator, solar panel, 700 watt inverter, roller furling jib, diesel cabin heater, 6-ft headroom, dinette layout, new alcohol stove, new cushion covers, new thru-hulls, BBQ. Great boat. \$8,000/obo. (707) 882-2208.

ISLANDER 27. 12.9 hp outboard with in-board controls. 110%, 150%, spinnaker. Replaced stays and added adjustable backstay. All lines led aft for single handling. Bottom in good shape. Health forces sale. Located Coyote Point, #1123. \$3,000/obo. Call (650) 245-0052.

CAPE DORY 25-D, 1984. Yanmar diesel, autopilot, depth, speed/log. VHF, 2 Danforns. Excellent condition. Cruise ready. \$21,000. Call (619) 224-6594.

TARTAN 26, 1973. Very good condition. Yanmar 10 hp, 2 batteries, 3 sails. Electronics, VHF, 2 anchors, stove, sink, Porta-Potti, compass. Sleeps 4. Bottom 10/01. Alameda. \$9,200/obo. Please call JP (510) 523-2791 or email: jrabeux@yahoo.com.

MacGREGOR 25, 1974. Great Bay or Delta boat. Anchor, fiberglass, swing keel, pop top. No trailer or outboard. Located at Docktown Marina, Redwood City. \$1,500/obo. Please call (650) 367-7567 or email: jamesjona@yahoo.com.

FREEDOM 25, 1984. Wheel, binracle compass, 8 hp outboard, Loran. Very fast cat boat. \$7,500. Leave message at (916) 652-0913.

FREE SAILBOAT. 27-ft Soling, Olympic class sailboat. 1970's vintage. Has trailer. Needs new mast, boom and rigging. Great restoration project. Yours if you come and get it. Call (831) 427-2990.

MacGREGOR 26, 1990 with trailer. Swing keel, water ballast, CDI self-furling jib. Radar reflector, brand new 2002 Honda 9.9 XLS outboard with electric start and alternator. Main sail stow system, new electric panel, new gel battery. Porta-Potti, sink, stove, bottom paint, canvas pop-top, topping lift, halyards led aft. VHF with new antenna, depthfinder, anchor, swim ladder, good condition. Serious inquiries only. Asking \$12,500/obo. Call (707) 255-4599 or email: elzoro@ix.netcom.com.

CATALINA 27, 1972. Great fun on a budget. 9.9 to race or cruise. L spinnaker. Priced to \$882-8485 or email: elzoro@ix.netcom.com.

NEWPORT 28, 1974. Sleeps 6, newly rebuilt Atomic 4, new deck hardware, new running rigging, spinnaker gear, holding tank. Beer can race ready. Great Bay boat. \$8,500. Call (415) 601-4846.

SANTA CRUZ 27, HULL #62. Class legal with full racing sail inventory. Good condition. Has no bottom paint. Shore raft with 3.5 hp O/B. Dry sailed 10+ years. Will deliver. \$9,000. Please call for details (562) 698-5050.



CORONADO 25, 1968. Own a plastic classic. Nicely maintained. Family owned for 30 years. Bottom/hull painted 7/02. Sails are in excellent shape, including Pineapple spinnaker. Harken hardware. 17 hp Evinrude. Cool mahogany interior. \$5,000. Call (510) 886-5154 or email: pacstereo@aol.com.

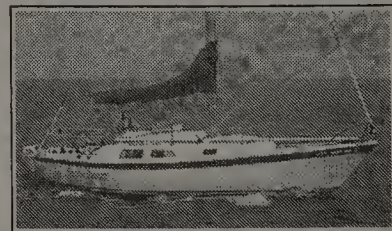
GREAT DANE 28. Cruise or weekend getaway equipped. Surveyed 10/02. 3-burner stove and oven, heater, pressure water, heavy ground tackle. Excellent sail inventory, refer/freezer, solar panel and large battery bank. Volvo MD2 diesel. Beautiful interior with 6-ft headroom. New bottom paint. See at: <http://www.geocities.com/Lnovak5150/grandillusion.html> \$15,000. Please call (530) 795-3942 or email: bill.novak@us.exel.com.

OLSON 25. Great condition. Full Pineapple sail inventory, #1 only used twice. New 3.5 hp outboard, new halyards, B&G, fully loaded. 2001 Jazz Cup division winner. Great for racing or cruising. Just \$11,500. Call (415) 892-8000 ext 432.

CORONADO 27, SEA FEVER. Boat is in excellent condition with no maintenance required anywhere. Below deck is simple with marine radio, berths for 4 to 5, table and stove. Upgrading to bigger boat. Call John J. Wade (510) 967-8873. All monies benefit youth sailing.

CORONADO 25, 1967. Stable, roomy Bay boat with standing headroom. Good condition, sleeps five, full dinette, sink, built-in ice box, 2-burner alcohol stove. All cushions including full cockpit cushions in very good condition. \$2,500. (415) 956-3079 or email: josea1@mindspring.com.

CHEOY LEE 25 VIRTUE. Teak hull and house, excellent original condition. 2 cylinder Stuart Turner. \$17,500. (415) 495-0869.



FINE SAILING CAL 27 POPTOP, 1971. Excellent condition. Dry bilge. All necessities included. Harken furling on 120 jib. Harken traveler on main sheet. Details on rigging, sails, engine, hull on inquiry. In Vallejo. \$11,500. Call (707) 226-2530 or email: sailboat@bigzoo.net.

MacGREGOR 26, 1995. Excellent condition. VHF, anchor, new battery, 10 hours on Nissan 8 hp, charging system. Original trailer, spare. EZ mast, Poptop with bimini, ladder, main, jib. Unsinkable, water ballast, sleeps 6. \$9,800/obo. Email: GlibsonGirl_1@msn.com for pictures or call (925) 691-6046.

1961 PEARSON TRITON. 5 sails, beefy mast and rigging, VHF radio, knotmeter, depthsounder, 2 anchors, propane stove/oven. Atomic 4 dead, needs rebuilding or replacement. \$4,500/firm. See photos at <http://www.tritonclass.org/pix/mintaka.html> Call (530) 872-7627 or email: psunn@csuchico.edu.

MORGAN 28 OUT ISLANDER, 1968. New autopilot, mast steps, Loran, depthfinder, tachometer, 2 compasses. VHF, 12 hp diesel, very low hours. Immaculate cabin, topsides good, all safety gear. All lines led aft, recent survey, lots of extras. \$15,888. Please call George (925) 439-8883.

ALBIN 28 CUMULUS, 1982. Gorgeous, sleek, fin keel sloop. Excellent Scandinavian build quality. Powerful 7/8 rig. Fast and seakindly. Yanmar diesel, folding prop, 2-speed self-tailing Lewmars. Very nice sails and general condition. Ready. \$15,000/obo. Call (510) 499-9211.



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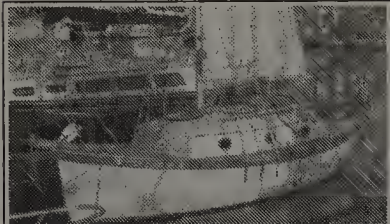
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CATALINA 27, 1979. \$7,900. Traditional layout. Reliable Atomic 4. New Doyle sails, used once, 2+2 Dacron main and 100% hanked jib. New bottom paint. Standing rig new 3/01. New compass, fresh varnish on companionway and tiller. (415) 846-5551 or email: mark_brunelle@yahoo.com.

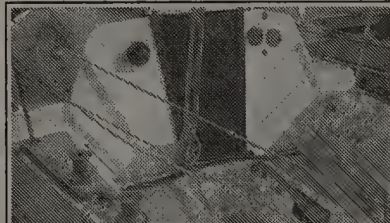
ERICSON 27, 1974. Updated sails, battened main, 135% genoa, 95% jib, spinnaker. Engine, gas tank, exhaust system, rigging, instruments, boom, spreader plates, interior. Includes spinnaker and whisker poles. Tiller. Atomic 4. Good condition. San Francisco. \$8,495. Call (650) 851-5835.



PACIFIC SEACRAFT 25 Mk II, 1978. Full keel pocket cruiser, rebuilt 8 hp Yanmar diesel inboard. Newly upholstered interior cushions, custom cockpit cushions. Head, galley, freshwater tank, teak decks, full boat cover, two complete sets of sails. \$17,500. Please call (650) 444-4699.

EXCALIBUR 26 with four-axle trailer with adjustable pads. Trailer is suitable for up to 30-ft sailboat. Asking \$1,100. Call (916) 687-8350 or (916) 502-1644.

CATALINA 27, 1975. Great deal. Great boat, needs work. All sails in good condition. Inside very clean. Asking \$3,500/obo. Call JR (510) 758-4904.



CAL T-2 27, 1972. Sleeps 6, galley and head. 9.9 Suzuki longshaft, 100 hours. Extra jib, standing room, many extras. Ready to sail. Depthfinder, stove, sink, microwave, BBQ. \$6,000. Call David (707) 554-6778.

CATALINA 27, 1976. Excellent condition, bottom in 2002, Harken roller furler with 120% jib 2002. Mercury outboard overhaul 2001. Dinette layout, shore power, charger, depthfinder, log, compass. Very balanced sail. Berkeley berth. \$9,500/obo. Call Mace (530) 753 7256 or email: macedvm@hotmail.com.

25-FT NORTH STAR 727. Lovely little racer. Lots of equipment. Farr design. \$2,895. Please call Judy (408) 377-6599.

29 TO 31 FEET

ISLANDER 30 Mk II. Will consider trade for car or pick-up (foreign only) and cash. This boat needs a little work and/or TLC. Call Joe (415) 860-SAIL or email: guthriejoe@hotmail.com.

SAIL MORE, PAY LESS. A one-sixth ownership in Foothill Sailing Associates, established 30 years ago, and current owner of *Hyacinth*, a Hunter 30 sloop at Emery Cove, slip C-08, for sale for \$2,900. 12 hp inboard Yanmar diesel engine, wheel steering, built in 1978, sleeps 5. Ongoing expenses average \$1,000 per year for everything. Boat underutilized, so you can sail all you want. Call Ted (650) 964-6156 or (408) 773-8994.

OLSON 29, 1986. Cisco. Excellent racer/cruiser, very good condition. UK racing sails, North delivery sails, adjustable genoa cars, almost new epoxy bottom, electronics, trailer, outboard, original interior components. See on trailer at Brickyard Cove, Pt. Richmond. \$26,000/obo. Gary (530) 583-9132.

DUFOUR ARPEGE 30. Fast IOR boat with strong racing history. She is solidly built and ready for Bay and beyond. New Westerbeke diesel. Great layout below. Four self-tailing winches in cockpit and Harken race traveler. Must go. \$7,000. Call (510) 749-9786.

29-FT THOMPSON 850 SPORTBOAT. *Go Dog Go.* 2000 NZ built T-Boat in excellent condition. Easy to sail, ready to race, go super fast, and win lots of races. Loaded with gear including 15 hp Honda, double-axle trailer, Quantum sails, and lots of carbon parts. Easy to hoist launch, drysail, and tow with keel system similar to Melges. \$58,000/obo. (206) 498-7660.

1985 ETCHELLS. Hull #667. Built by Ontario. Excellent condition. Trailer, full cover. Lying San Francisco area. \$15,000. For further information call M. Erickson (925) 253-2532.

FARALLON 30, 1974. Roller furling, low hours on Yanmar diesel. Radar, windlass, new stainless steel port lights, dodger, holding tank, propane 3-burner stove/oven, microwave, TV, AM/FM cassette, teak floor, dinghy. \$26,000. Call Steve (707) 433-2043.

ERICSON 30 Mk II, 1978. Monitor windvane, R/F. New head and H/T. Inflatable with outboard, lots of extras. Great condition. \$18,500. (650) 506-2729 (days) or (650) 593-9430 (eves).

CAL 29, 1970. Cruise ready. Electric windlass, refrigeration, autotiller, 5 great sails. Yanmar new in 1998, VHF, depth, speed and much more. \$13,000. (925) 938-7245 or email: pollodelmar@pacbell.net.

KNARR, #39, BUILT 1949. Probaby the best on the Bay. Extensive structural renovation done by previous owner Jeremy Fisher-Smith and complete cosmetic restoration completed this year plus new full boat cover. Breathtaking in appearance and shape. Extensive sail inventory and Sausalito berth. \$14,500/obo. Please call Steve (415) 331-3745.

C&C LANCER 30. Great intro boat for beginners. Sails in good condition, include spinnaker. Inboard 1 cyl diesel, wheel. Boat and engine need basic to moderate amount of work. Looking to move quickly because upgrading to new boat. Contact John J. Wade (510) 967-8873. All monies benefit youth sailing.

NEWPORT 30, 1978. *Phase II* needs a new home, no time to enjoy her. Very comfortable deluxe interior. 3-burner stove with oven. Good running, reliable Atomic 4. Three jibs, one is a drifter. Self contained head. \$12,236. Call Jene (209) 942-4544.



COLUMBIA 8.7, 1978. Alan Payne design. Fine condition, teak interior. Custom dodger, self-tending jib, Volvo diesel, tiller pilot with remote. M/O pole, lifesling, safety, navigation gear. VHF, stereo. Bruce and Danforth anchors. Upgraded electrical system, pressure water, holding tank. \$15,000. Call (415) 457-8236.

NEWPORT 30 II, 1980. A well rigged, well maintained and a very competitive racer/cruiser with strong ODCA fleet. Diesel, propane stove with oven. Spinnaker, GPS, VHF, MOB pole, full instrumentation, ground tackle, etc. Ready to go. \$17,600. Please call (650) 726-6131 or email: JKNicholas@attbi.com.

FARR 30, 1977. Design 54 #57881. New Yanmar diesel, 200 hours. New #1, #2, 3/4 kite. Faired bottom, keel, rod rigging, custom panel, boom, hydraulic vang. In dry storage since end of 1999. Owner motivated. \$8,500/obo. (310) 608-1860.

CATALINA 30 TALL RIG 1977. Perfect SF Bay cruiser. 3 jibs, main sail like new. Yanmar diesel. Propane stove. Sleeps six. Well kept. Great location. \$13,000. (408) 968-4141 (days) or (408) 223-7533 (eves) or email: jhsnell@lombardodrilling.com.

COLUMBIA 29 Mk II. Sparkman & Stephens, fresh A-4, 2 mains, 3 headsails, 2 anchors/tackle, CQR. Sleeps 5, dinette, galley, micro, enclosed head. New: Shaft, cutlass, seacocks, head. Good liveaboard or distance cruiser, fast. Can deliver in Bay/Delta. \$6,500/obo. (530) 673-0394 or (530) 300-3975.

ERICSON 30+, 1985. Fiberglass sloop. Refurbished interior, sails, rigging. Diesel, wheel, sound system. Nice boat and good on the Bay. In charter program in Sausalito, pays berth, expenses, etc. \$26,000. Email: bhuffman@sbcglobal.net or call (415) 332-4605.

32 TO 35 FEET

BENETEAU 32s5, 1989. Only 2 owners. Hauled, bottom painted, engine serviced this March. Roller furling jib, refrigeration, hot water heater, leather wheel, CD stereo, VHF, depth, speed, compass, etc. Great boat for SF Bay. \$55,000. Call (415) 433-0900.

HEAD SOUTH. Tartan 34 lying in Hawaii, ready to depart again. Refit in 2000 including LPU, electrical, electronics (radar, SSB, GPS, sounder), plumbing, water maker, upholstery, windows, re-fastening/bedding hardware, windvane, and more. Volvo 2003 diesel, 1,000 hrs. \$30,000. Call (760) 635-9035.

ARIES 32, 1974. Stylish raised-doghouse model. Double-ended bluewater heavy fiberglass full keel cruiser. Good 25 hp Westerbeke. Recent Ballenger tabernacled spar, oversize rigging, main, and twin stainless fuel tanks. Excellent value in Santa Cruz Harbor. \$20,000. Jim (831) 476-0877.

WHY SAIL TO PARADISE? Buy a boat there for less. Yacht *Monela*, a 33-foot sloop built mostly from corrosion-proof Monel, is bargain priced and located in low-cost Thai tropical islands. See Website: <www.geocities.com/maypres2000> or email: maypres@fastmail.fm.



WESTSAIL 32, HULL 408. The Hum-Vee of pocket cruisers. '94 Pacific Cup vet. Westerbeke 44a, new 2000. New main with Dutchman, radar, dinette floor plan. New canvas including dodger. See at <http://www.westsail.com/forsale/capefarewell.htm> \$49,900. Reduced, found house, must sell. Call John (650) 872-1985 or email: Johnh@pcumail.com.

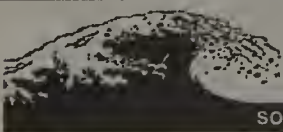
SPENCER 35 1968. Beautiful condition. Liferaft, EPIRB, watermaker, SSB weatherfax receiver, solar panel, Monitor windvane. Autohelm, dinghy, new roller furler, GPS, depth. Total re-rig including chainplates and staylocks. Bottom paint Dec. 2001. Documented for chartering. See Website: <www.blarg.net/~smithm/boat/Index.htm> \$34,900, make offer. Call (619) 888-0258.

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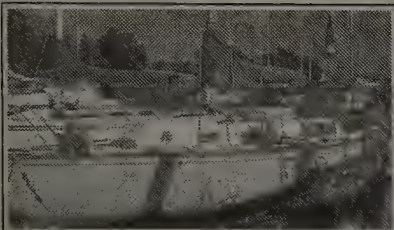
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CREALOCK 34. Complete cruise equipment and spares. Provision and go. One owner. Excellent condition. Less than 1,000 hours on engine. \$95,000. Photos and inventory: (626) 447-1871 or email: leslieb@hawaii.edu.



32-FT MORGAN 321 SLOOP, 1979. New Pineapple main, new mainsail cover, autopilot, radar, Furuno GP30, Garmin 162 GPS chartplotter, A/B refer, Shipmate 2-burner propane stove/oven. Pressure water. 5 batteries, Truecharger 20 amp battery charger. Two 90s, two 110s, storm jib, storm trisail. 2-speed S/L manual windlass, 35# CQR, 22# Danforth. 11.5-ft beam, shoal draft. \$30,000. Please call (510) 532-1629 or (510) 326-3795.

SANTANA 35. Exceptional Bay boat, race or cruise. Excellent condition, many upgrades, sails, and top hardware. New Quantum kevlar main, #3, spinnaker. Proven race winner: National Champion, Ocean Series. One of the nicest S-35s. See Website: <www.santana35.com/icenine> \$34,000/obo. Call Brendan (650) 851-0786.

HOBIE 33. Two keels, deep fixed and stock retractable. Two rudders, two outboards, newish inventory and standing and running rigging, good trailer, etc. 1st Place Hobie West Coast Championships, 1st Place Doublehanded Farallones, 1st Place Berkeley Midwinters. \$27,500/offer. Call (650) 854-0770.

BENETEAU 321, 2000. Hauled, bottom painted this June. Lightly used. Roller furling main, jib. Extra hatches. CD/stereo. Head macerator. Refrigeration, microwave, cockpit awning. Riken inflatable with rollup floor, new 3.3 hp Mercury. \$80,000. Near 100% financing available. Call (408) 741-1100.

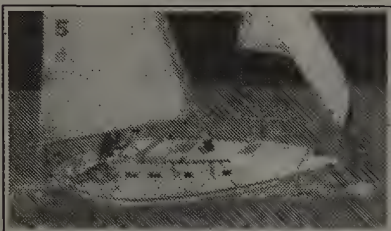


TRUE NORTH 34, 1980. Very roomy. Heavy displacement cutter, 26,000-lbs, circumnavigation veteran. Yanmar. Roller furling, radar, diesel furnace, Aries vane, dodger, Autohelm, digital charts, 100 gal fuel and water. Excellent sails. Located La Paz. \$45,000. Call (604) 990-4597 or email: StevePaquette@telus.net.

CATALINA 34, 1987. Beautiful boat. Very clean and roomy. Two-cabin layout. Spacious cockpit. Located in Santa Cruz. \$58,500. Call (831) 475-4837.

C&C 33, 1975. Surveyed and bottom done Oct. 2001. New head, sink pumps, battery bank and starting battery. Newmar charger and shorepower, 110 plugs. Kevlar and dacron main and jibs, 3 spinners. Atomic 4, wheel. \$19,500. Call (707) 584-4662.

FUJI 35, 1973. Project boat, ketch, teak interior. Perkins 4-107 auxiliary, not running. Solid cruiser, needs lots of work. Sold as-is. \$18,000. Call (415) 505-4453.



NOR'WEST 33, 1979. Hull #11 (sistership). Chuck Burns design. Built locally. Sailed worldwide. Second owner. Beautifully kept, many upgrades. My plans to cruise have changed but the boat still wants to go. Must see, in Sausalito. Asking \$53,500. Call (415) 331-5705 or (415) 533-2992 (cell).

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36 TO 39 FEET

FRIENDSHIP SLOOP 36, 1985. Newly reconditioned and painted. Beautiful cold-molded glass hull. Knotmeter, refrigerator, VHF radio, full winter cover. \$26,000/obo. Call (510) 793-7489 (eves) or (510) 410-1426 (days).

ISLANDER 36, 1983. SF area, original owner. Added amenities. Well cared for and maintained. Never raced. Low engine hours, 740 hours on Pathfinder diesel. New canvas covers, custom drifter with sock, 140 roller furling jib. 8-ft sailing dinghy on deck, 10-ft hard bottom Zodiac with 15 hp Nissan outboard. No hull blisters. Boat as-is with all equipment with boat, color TV, Stereo, CD, microwave. \$56,000. Call (707) 257-7750.

UNION 36 Mk II CUTTER. Refit 2001. Excellent, well engineered, proven bluewater cruiser. 180 gal fuel, watermaker, A/P. Full electronics, solar, wind, gen, refer, SCUBA equipped. Enclosed cockpit, solo op, full canvas. Too much to list. \$105,000. (702) 682-1350 or email: jadestarfirst@alo.com.

CATALINA 36, 1984. Immaculate, never lived in. 750 hours on Universal diesel. Furling jib, new interior upholstery/foam. New 3-blade propeller and shaft. Marine stereo/CD, TV/VCR, CNG range, more. Monterey, \$48,750/obo. (831) 667-0312 (eves) or (831) 238-5074 (cell) or email: Aeroplt@cs.com.

ISLANDER FREEPORT 36. 'A'. Excellent condition. Windlass, dodger, Autohelm, radar. 50 hp Pathfinder diesel, roller furling, new upholstery, carpet, new hot water heater. Dinghy and outboard. Ventura, CA. \$69,500. Call (805) 217-6771 email: colleenw@amgen.com for pics and specs.

CATALINA 36, 1993. Bluewater cruiser: Mexico, Tahiti, Alaska. Walk-thru transom. Standard extras plus full bimini, leechcloths, SSB, EPIRB, radar, AP and spare, dual VHF, GPS, TV, stereo, VHF, solar panels. New bottom. Well maintained, great liveaboard. \$84,500. Call (760) 751-4072 or email: ourjourney1@juno.com.



FD 37, 1978. Mexico vet. Same builder as Babas, 1991 engine, 7 sails, full electronics, radar, refrigeration, inverter, solar, windlass. CQR, 300-ft chain, new cushions, beautiful teak interior. 2 boat owner, Must sell. San Diego. \$35,900/offer. Please call (619) 523-8727 or email: svmandarin@nethere.com.

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TAYANA 37 PILOTHOUSE, 1988. Solid and well equipped boat in great condition. Perfect for coastal cruising or bluewater sailing. Great liveaboard as well. 55 hp Yanmar, all of the electronic nav. basics, plus SSB, windlass, autopilot, and more. Call (415) 482-7905 or (310) 463-2390.

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WATKINS 36, 1982. Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: <www.dnlco.com/wildfire> \$65,000. Call (925) 376-3826.



BENETEAU FIRST 35s5, 1990. Superb condition. 2 mains, 3 headsails, spinnaker, Nexus instruments, upgraded traveler and running rigging, rod rigging, furler, Volvo 28 hp, 3-blade Maxprop, VHF, CD stereo, H/C, refrigeration, 3-burner stove/oven. This boat is in excellent condition and ready to sail now. Insanely low at \$68,500/firm. Call (707) 748-7288 or email: bhyde@aaahawk.com for details and photos.

STANDFAST 36, 1974 by Palmer Johnson. 8 sails, diesel, radar, 2 VHF's, SSB/Ham, 2 GPS's, 2 solar panels, Avon liferaft, Monitor vane, watermaker, dodger, Tropic awnings, spare parts. Bermuda winner, world cruiser. Lying San Diego. \$55,000. Email: svlara@hotmail.com.

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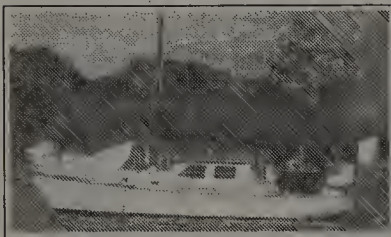
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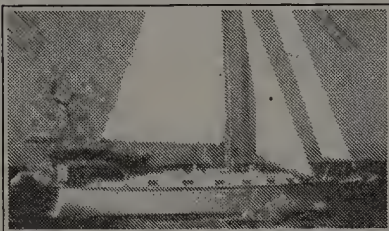
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40 TO 50 FEET

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WAUQUIEZ AMPHITRITE 43, 1982. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. Architects: Holman & Pye. Design: Edward Dubois. Berth: San Diego. World class \$149,000/obo. Email: TobinFun@msn.com for photos/details.

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WAUQUIEZ CENTURION 45, 1994. Performance cruiser, bristol condition. Fast, comfortable sloop, easily shorthanded. New electronics 2001: Icom SSB and VHF, Furuno radar and GPS, Raymarine 7000 autopilot and instruments. Blonde Burmese teak interior, 3 staterooms, 2 heads with showers. Harken ProFurling, Perkins Prima 50. Full Sunbrella covers, Alpine stereo with 6 CD changer, Bose speakers. Honda 15 hp 4-stroke for dinghy. Elegant, strong, fun. Joy to sail. Fairly priced at \$169,000. For info or to make offer, please email: jdevito@there.net or call (510) 435-7885.

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HYLAS 47, 1986. Sparkman & Stephens design. Queen Long Marine. Center cockpit 3 stateroom cutter world cruiser. Fully equipped. Complete spares for main and generator with low hours on both. Washer and dryer, GPS, SSB, radar, MaxProp, autopilot, hydraulic vane and backstay, roller furling, fully B&G. The list goes on. Must see. Moss Landing, CA. \$225,000. Call for photos and complete list of equipment: (831) 262-1940.

BENETEAU 41, 1998. Well maintained cruising yacht with low engine hours. Spacious cabin with 2 staterooms and ensuite heads. Well placed galley and dining. Exterior in new condition. Wheel steering, roller furling and more. \$125,000. Call (949) 723-0648.



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FREEDOM 40, 1976. Center cockpit. Cruised Mexico, Hawaii and Alaska. Excellent shorthander. Swing keel, radar, GPS, watermaker, Perkins 4-154. Refit in progress. \$69,000 once complete. Email: abthomas@pugetsound.net or call (360) 856-0100.



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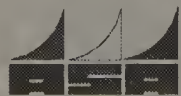


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CT 49, KETCH, 1987. Kaufman & Ladd design. First owner, built after owner's wishes with luxury teak interior. Sailed only by owner-couple. Location Arica, Chile. US\$120,000. For more information email: mikadofw@hotmail.com.



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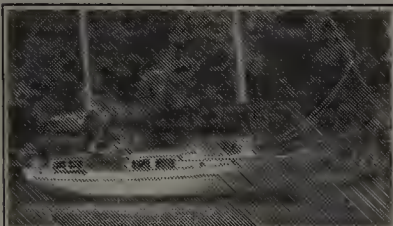
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CT 41, 1972. Center cockpit ketch. Westerbeke 50 hp diesel. Two staterooms with heads, 6'6" headroom, VHF, depth and speed log, radar. Roller furling jib. Beautiful liveboard or sturdy offshore cruiser. \$50,000/obo. Call (707) 747-0722 (eves) or (510) 385-5031 (days).

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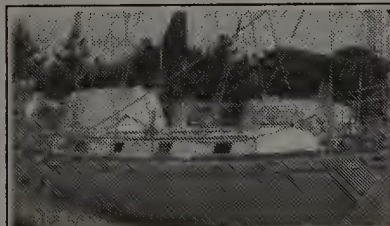
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GULFSTAR 50, 1978. Center cockpit ketch, comfortable world cruiser, great 2 bedroom, 2 bath liveboard. 65 hp diesel, 15kw generator, radar, SSB, vacuflush onboard treatment. See it at: http://www.geocities.com/alan_winslow/ \$115,000. Email: alan_winslow@yahoo.com.

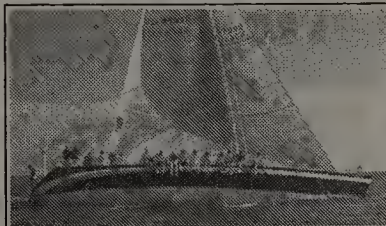


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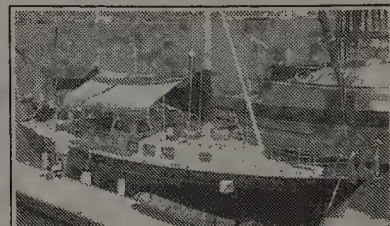
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SPENCER 53 KETCH, 1975. Nicest Spencer 53 built. Mexico to Alaska vet, comfortable, easy to handle and safe bluewater yacht. Ready to cruise, too much equipment to list. \$172,000. For detailed description call (206) 498-1170 or email: freespiritsx3@hotmail.com.

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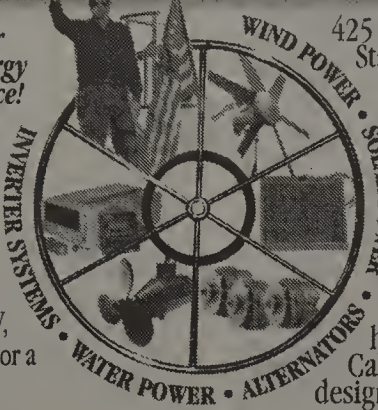
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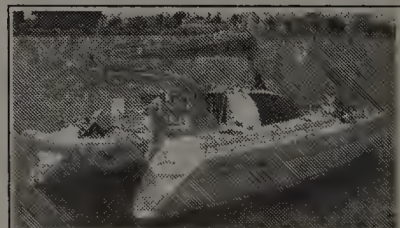


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SEARUNNER 37, 1983. 39x23. Yanmar 3HM35, low hours. Diesel stove and heater, KM, DS, 3 anchors, new staysail and running rigging, Autohelm 3000. See at Website: www.kpunet.net/~karlyen/EquipmentList.html. Asking \$45,000. Call (907) 723-0487.

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60 X 15-FT POWERBOAT. Coast Guard approved for up to 96 passengers. Would also make a great houseboat. Steel hull, twin diesel motors, diesel generator. In dry dock. Needs work. Asking \$15,000. Call (916) 687-8350 or (916) 502-1644.

48-FT DeFEVER. Twin 671 diesels, new filters. Refastened mahogany hull, apitong transom, purpleheart sheer. Includes complete set of hand and power tools, paint, wirespools, refer, microwave, depth-sounder/fishfinder. Magellan GPS/plotter, much more. Must sell. \$12,000/obo. Please call (415) 382-1405 or email: pagarb@aol.com.



PUSKA/WAHL 35 TROLLER, 1964. Cedar on oak. 1990 renovation included new pilothouse, 130 hp Ford diesel, tanks, decks and stern. Hydraulics, stabilizers, dual stations, complete working electronics. Fish hold ready for conversion. Reliable, with character. Marina del Rey, CA. \$27,000. Call (818) 346-7655.

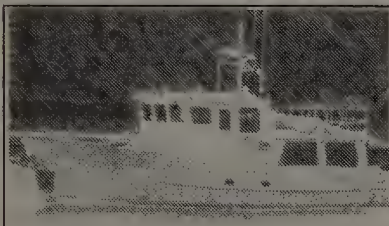
LOWE 16 ROUGHNECK LAUNCH, 1999. Complete with trailer and Johnson 40 hp motor, 1999. Well maintained. Excellent fishing or hunting boat due to welded aluminum plate construction. Very sturdy and stable for up to 8 people. See at: <http://www.loweboats.com/FishBoats/Utility/Roughneck/R1760MT.html>. Has side-steer option. \$4,000/obo. Please call (510) 658-4133 (msg).

BAYLINER VICTORIA 28, 1979. Twin Volvo outdrives, twin berths, enclosed head, galley, trim tabs, fishfinder, radio. Needs some engine work, haulout and registration. Moving. First \$3,000 takes it. Pier 39 slip available for rent or purchase. Call (415) 252-4858.

LIBERTY LAUNCH 40, 1953. Mahogany hull over oak frames. 165 hp 671 Jimmy diesel. Spacious tri-cabin layout. King berth aft. Full galley. Separate shower compartment. Ample storage. Great for cruising or liveaboard. Must sell. Possible owner financing. \$23,500. (415) 398-6161 (days) or (707) 793-0420 (eves).

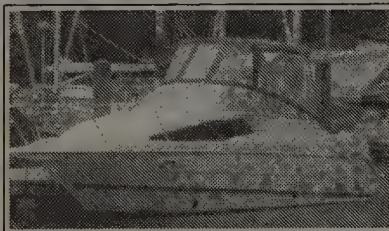


51-FT SYMBOL MOTORYACHT, 1987. 2001 haulout, beautiful condition, ideal liveaboard. Bay Area location. \$228,000. Shown by appointment. Please call (415) 892-0816 or (415) 699-5555 (cell) or email: mywyskippr@aol.com.



INDEPENDENCE 45 TRAWLER. Hans Christian, 1988/89. 135 Lehman, 2,700 hours. 2 gph at 7 knots. 8kw genset, bow thruster, Webasto diesel and electric heat. A/C, 2 staterooms, 2 heads. Beautifully maintained. \$350,000 or appraised value. Call (253) 225-3995 (WA).

50-FT NAVY LAUNCH, 1968. Motor yacht. 671 Detroit diesel, running. In water, not leaking. Heavy duty. Double plank-ing. Apitong over cedar on oak frames. Cabin fiberglass, good hull, rough cosmetically. Survey, \$15,000. Asking \$12,000. Please call Mike (925) 766-4421 or (925) 210-3031 (lv msg).



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CHEOY LEE 30. The perfect holiday gift. A 1/6th equity interest in this well cared for 1961 classic. Great group of partners. Berthed at Clipper Yacht Harbor in Sausalito, she sits more than she sails. You can change that, \$2,500 plus quarterly dues at \$200/qtr. Call (415) 955-0303 or email: hlink@calegariandmorris.com.

OWNER MOVED, MUST SELL. 50% partnership interest in a 2001 Antrim Ultimate 27. *Mirador* has a full set of 2-year-old carbon racing sails, day sails and brand new spinnaker. 2001 5 hp 4-stroke Honda motor. 2001 Zeiman galvanized trailer. Berthed at Marina Green, SF. See Website: www.a27class.org Carbon-fiber rig, Algrip epoxy bottom, Nexus Instruments, Garmin GPS. 500w Clarion marine stereo with subwoofer. Easily trailerable to Tahoe, Channel Islands. Sleeps 4. No expense spared. \$25,000. Best offer takes it. Call (212) 861-3051.

CAL 31. Roller furling, spinnaker, Perkins diesel, Webasto heater. One opening available in 5-party group. Alameda berth. \$150 per month covers all. (510) 865-5147 or email: boatnctf@earthlink.net.

CELESTIAL 32, 1990. Racer/cruiser, roller furling, speed, depth, windpoint. Strong and fast. Beautiful interior, aft cabin. Sausalito berth. 1/3 non-equity partnership. \$250/month. Call (415) 383-9557.



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BANDERAS BAY REGATTA. Check out their Website banderasbayregatta.com for everything you need to know about this 11th annual regatta in Nuevo Vallarta, Mexico, March 20-23, 2003. You can fill out a free entry online January 1 through March 7. *Profligate* will be there. Participation in this event will help support and nurture the cruising life in Mexico.



HERRESHOFF 55 MARCO POLO, 1976. Ferro cement construction, in good condition. Compete with electronics, 6 cyl Chrysler/Nissan diesel, new sails and more. Located in Escondido Baja Sur, Mexico. Ready to go. \$85,000USD. Call Richard (530) 934-4462 or email: jndmuenzer@saber.net.

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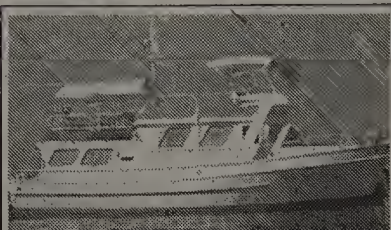
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READY TO CRUISE BAJA. 41-ft Litton Trawler, 1979. 2 cabins, 2 heads. Twin 120 hp diesel. Well maintained, fly bridge, dual station, full electronic package. 400 gal diesel, 250 gal water. Solar array, epoxy bottom, LP paint, new varnish, new upholstery. In La Paz. \$93,000. Call (707) 887-9224 or email: sradaint@aol.com.

WESTSAIL 32, HULL #137. Award winning interior. Everything new in 1999: Engine, standing and running rigging, sails, covers, dodger. Ready to cruise anywhere. Boat in La Paz. Medical forces sale. Websites: westsail.com and <http://osmx.com/lasirene.htm> Email: saltythegato@yahoo.com.

PARADISE VILLAGE CONDO. Located Banderas Bay, 5 star resort Nuevo Vallarta. 2 bedroom, 2 bath, overlooking pool and marina. Many amenities. See www.paradisevillage.com A relaxing tropical getaway in Mexico. Something for everyone. Call (510) 865-7580 or email: jnmoore@aol.com for details.

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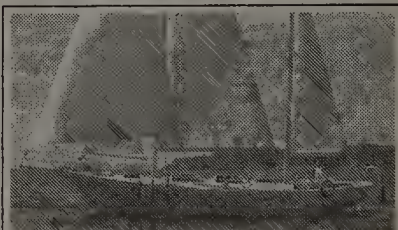
ISLANDER 28, 1978. Cruised for many years in Mexican waters. Now in dry storage in La Paz. Great boat, well equipped for cruising but needs some TLC. Owner anxious to sell. \$12,000/obo. Please call for specs: (805) 985-5192 or email: ole.miller@att.net.

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ERICSON 30+, 1982. Located San Carlos, Mexico. Roller furling, spinnaker, diesel, wheel, double spreader mast. Private mooring and maintenance available. I've had her there for 5 years, very satisfied. Must sell, too many boats. \$21,000/obo. Please call (530) 677-5395 or email: richmc28@hotmail.com.

BARRA DE NAVIDAD. Hogin Sails Mex open for the month of February, 2003 for sail and cover repairs. Located one block from the Port Captain at #104 Calle San Pedro. We monitor the Cruiser's Net.

BROWN 31 SEARUNNER. Lying in La Paz, Baja. Pro-built West epoxy, rare vent wing, extended aft cabin. Cruise ready, 2 autopilots, solar, VHF, GPS, radar, propane fridge, stove, 7 sails, dinghy. Nicest 31 around. \$23,500/obo. Please email: Elusivemike@hotmail.com.



50-FT LOA FERRO CEMENT KETCH. Must sell to make room for another boat. Very roomy, very comfortable, very easy to sail and in very good condition. Located San Carlos, Mexico. See details at Website: www.mexicosailing.com \$39,000. Email: info@mexicosailing.com.

CAMPER FOR SALE IN LA PAZ. 1977 Toyota Chinook pop-top. Low miles, well maintained, excellent mechanical condition. Propane stove, three fuel refrigerator, sink, stereo. \$2,700. (907) 235-7073 or email: macsmith@acsalaska.net.

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ROWING TENDER AND O/B MOTOR needed. Any repairable condition. Buyer doesn't have much money, so a very cheap one or, better yet, a free one would be great. Call Steve (408) 691-9035.

WANTED: 44# BRUCE ANCHOR. Fortress anchor FX-37. 15 hp 4-stroke SS motor. Drogue/sea anchor for 40-ft boat. EPIRB ACR Globefix 406 RLB-35 CAT II manual. Call (510) 522-4941 anytime or email: WCF3905@sailmail.com.

SMALL (2-4kw) MARINE DIESEL GENSET. Complete with electrical harness and panel. Also want 60# stainless CQR anchor. Please call Stan (707) 421-5490 or email: boatmanxyz@aol.com.

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1981 EZ-LOADER SAILBOAT TRAILER. Tandem axles, galvanized, surge brakes, adjustable rollers, extender for easier launching. Rarely used. Rated presently 7,500-lb capacity. Can load up to 10,000-lb with purchase larger tires. \$3,200. (707) 935-6292 or email: abraxas@sonic.net.

BOAT TRAILER. 1976 SC 27 single-axle, surge brakes, current registration. Good condition. \$1,800/obo. Please call (415) 543-7333.

USED GEAR

SEAWARD LPG STOVE. Stainless steel, gimballed, 3 burners/pot holders, oven. Tank, pressure gauge, regulator and solenoid included. See it cook in Marina Village. Also, Delta 22 anchor. Call toll free (877) 307-5267.

EDSON PEDESTAL STEERING from early Islander 32, complete with quadrant and all connecting gear, \$350. Tempo 20 gallon aluminum fuel tank with gauge, excellent condition, \$65. Stockton area. Call Brian (209) 951-5916.

ANCHOR. 60-lb Danforth type fluke anchor, galvanized steel, used on 45-ft boat, like new condition, \$350/obo. May be able to deliver to Bay Area in December. (775) 747-2019 or email: rkuehn5112@aol.com.

30-IN EDSON PEDESTAL, \$700. Volvo MD2040, 40 hp diesel engine with transmission, \$3,500. Kevlar mainsail, hoist-52.7, foot-18.2, mgu-7.3, mgm-12.3, 2-seasons, \$1,800. 3/4-oz kite, luff-62.3, smw-36, 2-seasons, \$2,500. Sparcraft boom, 19-ft, \$500. All in good condition. Santa Cruz. Call (831) 336-5559 or email: malcbrown@aol.com.

ANODIZED SPARS & RIGGING. Top condition. 2 spr mast, OAL: 64-ft, boom: 16-ft, spinnaker pole: 19-ft. 1 x 19 s/s standing rigging with turnbuckles, new headstay. 6 s/s wire/rope halyards with snapshackles plus Dacron mainsail. \$10,000. Can deliver to SFO. Call Alani (310) 549-1800.

SANTANA 27 MAST, BOOM, all rigging. Atomic 4, runs well. Atomic 4 core. Some interior woodwork. Parting out boat. (415) 332-7269 or email: gcjnr@earthlink.net.

KENWOOD HAM/SSB TRANSCEIVER. Model TS-430S and Versa tuner, model MFJ-941D. *Cruiser's Radio Guide* manual and Ham guide. \$475. (831) 429-6498.

20-LB CQR, \$100. Two Danforth types, one with rode. Furling headsail, 36 x 34 x 18.5, \$150. Large boom brake, \$100. Batten stock. 14" x 10" left hand propeller, \$100. 30 amp galvanic isolator, 20 amp charger remote panel, boom vang, air compressor, shore adaptors. Call (415) 453-8911.

50% OFF PURCHASE PRICE. 200-ft. 3/8" BBB galvanized anchor chain, \$400. 550-ft 5/8" nylon anchor line, never removed from spool, \$100. Danforth anchor model S16, 20-lb standard anchor, \$50. Teak lumber, 36 pieces, 3/4" x 4" x 9', 116 board feet, \$1,000. Located Los Altos Hills, CA. For more information, call Arthur Hall (303) 816-1735 or Wayne (650) 941-3916.

YANMAR YSM-8. 1-cylinder, 8 hp diesel. Less than 10 hours since rebuilt. 1.9:1 reduction gear. See it run in Moss Landing. \$2,500. Offers considered. Call Disun (831) 917-3357.

1.8L NANNI DIESEL ENGINE. Excellent condition, complete less transmission. \$400. Please call (415) 250-8947.

AVON RIB280, 4-MAN LIFERAFT, dinghies, motormounts, pumps. Outboards: 2.5LS, 3.5SS, 7.5LS, 8SS, 9.9LS. Parachute sea-anchor, Honda gen, stainless stove/oven, kerosene/diesel cabin heaters. CQR45, Fortress27, Danforth35H. Ham/Marine SSB, autotuner, allband antenna. Manual windlass, Edson manual bilge pump, survivalsuit, sails. (415) 497-3731 or email: bradlow00@aol.com.

36 HP WESTERBEKE DIESEL. 800 hours, runs strong. Pulled from a 36-ft Islander. \$700/obo. Also, need oars and oarlocks for an inflatable. (650) 333-4304 or email: reyny_de_assis@hotmail.com.

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SINGLE SAILORS ASSOCIATION welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round. Monthly meetings at Oakland Yacht Club in Alameda. Visit our Website at www.ssaonline.org or call (510) 273-9763.



UNIQUE SAUSALITO LIVEABOARD HARBOR is seeking several new members to join a wonderful cooperative community dedicated to preserving the working waterfront and artistic past of Richardson's Bay. Applicants must meet certain trade and income requirements and be willing to actively participate in community affairs. Interested boatowners please attend an Open House on Dec. 15. For more information call (415) 332-8554.

NON-PROFIT

RYC FOUNDATION has the following for sale: Cal 20, neat and clean, sail the Bay for \$995. Santana 22, 8 hp outboard, bargain, \$995. Snipe and trailer, many sails, race ready, \$1,995. Del (510) 233-1286 or Tim (415) 716-3208.

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BERTHS & SLIPS

TWO 36-FT SLIPS AT PIER 39. \$20,000/each/obo. Discount for both. Great mid-dock, shoreside location. Excellent Marina facilities. Terrific sailing. Beautiful views. Walk Fisherman's Wharf, North Beach restaurants, downtown SF. Pac Bell Park nearby. \$3/day garage parking, F-line stop adjacent. Best spot for Fleet Week, New Year, July 4th. Call Fred (213) 612-7829 or email: fkessler@nossaman.com.

BARGAIN BERTH AVAILABLE. 36-ft Pier 39. Very close in. Rental by month or for sale. Call (415) 474-2474.

SAN FRANCISCO. 36-ft x 15-ft slip at Pier 39 for sale or rent. \$13,500/obo or \$360/month to rent. Call (415) 225-2806 or (858) 342-1807.

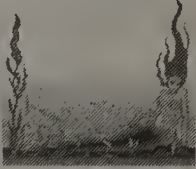
90-FT DEEP WATER SIDE-TIE at Coyote Point Marina, San Mateo. Available November thru May or June with possible extension. No liveaboard. Would prefer boats 60-ft and under. Jerry (650) 851-2711 or email: ellismarine@earthlink.net.

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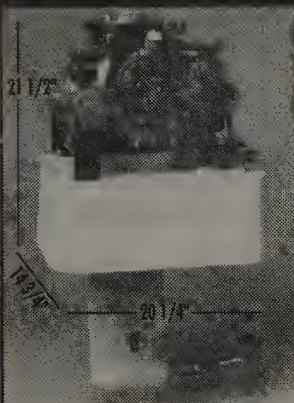
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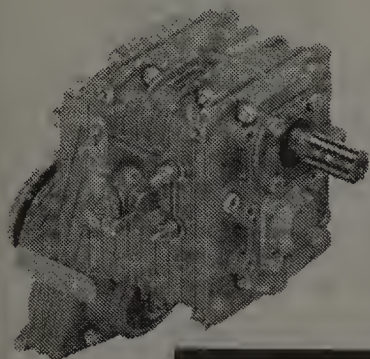
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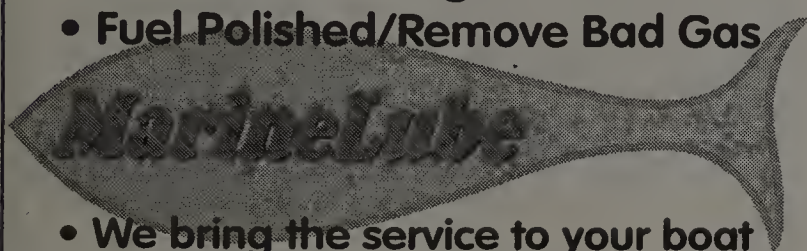
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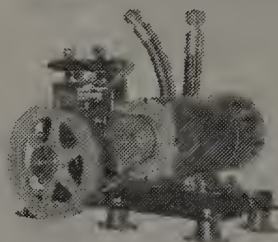
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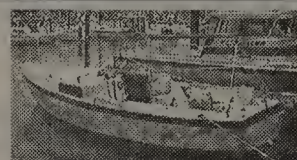
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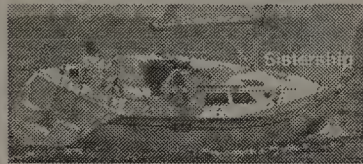
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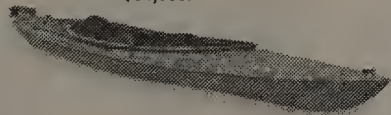
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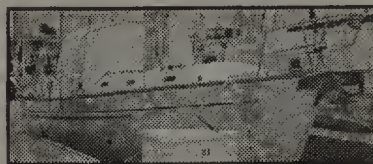
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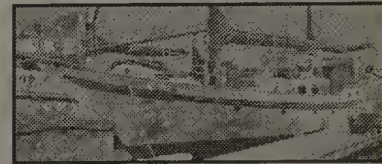
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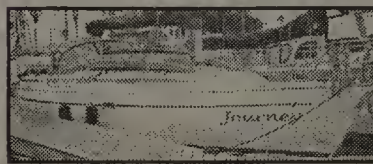
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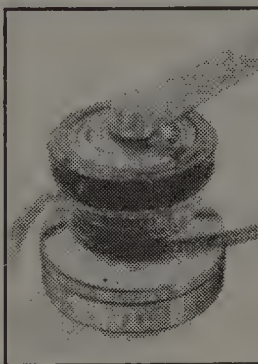
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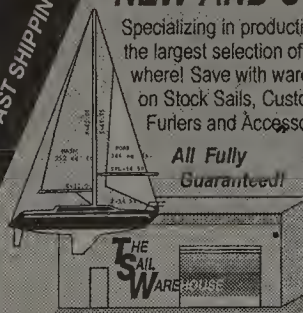
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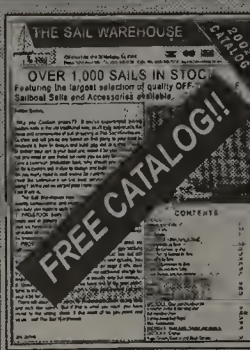
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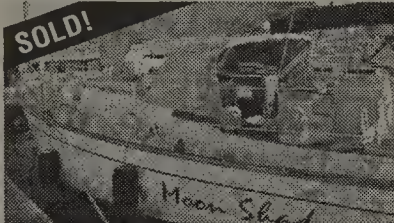
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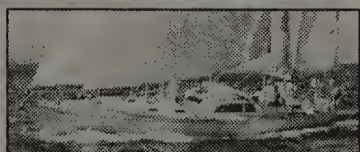
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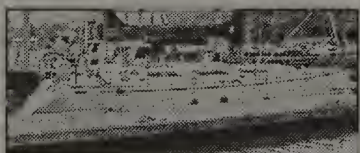
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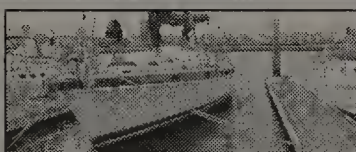
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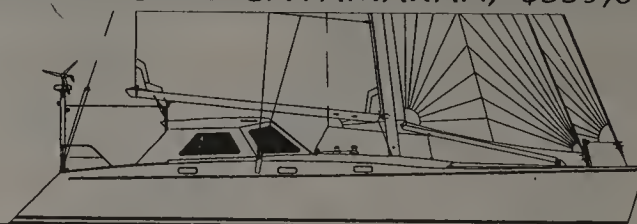
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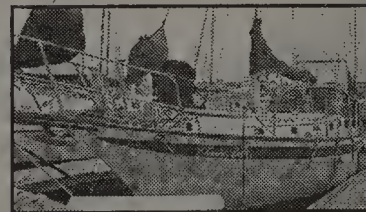
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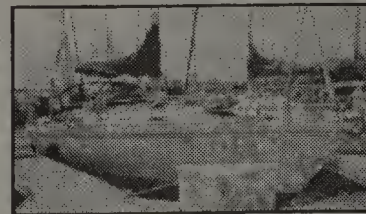
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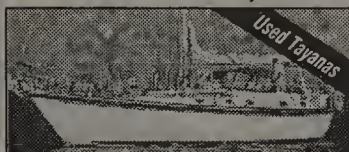
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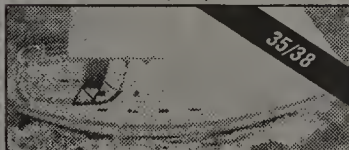
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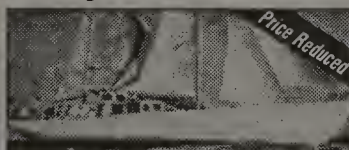
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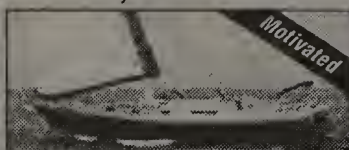
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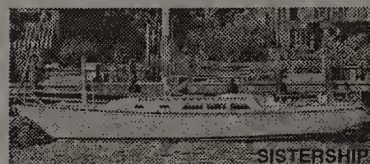
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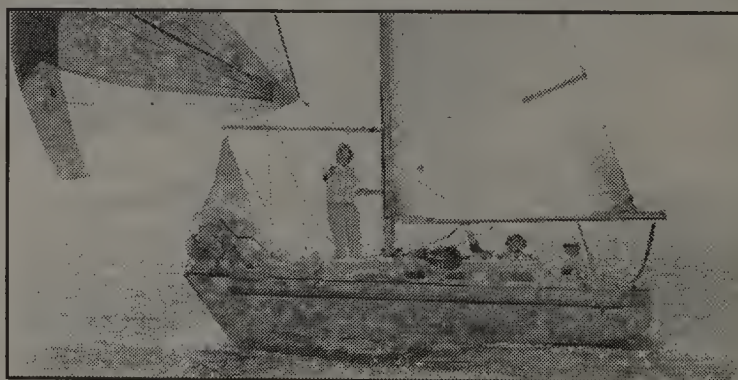
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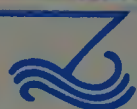


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46' SPINDRIFT, 1983

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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay.

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43' HUNTER 430, 1995

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38' CATALINA, 1998

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50' GULFSTAR, 1977

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38' WAUQUIEZ HOOD, 1982

Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out—spacious interior done in rich oiled teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is bottom and topsides.

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NEW LISTING

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32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip.

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NEW LISTING

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29' HUNTER 290, 2000

For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of *Sail* magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new.

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36' C&C, 1979

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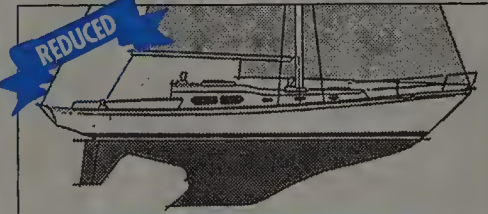


NEW LISTING

36' ISLANDER, 1983

With almost 800 launched, the Islander 36 has proven to be one of the most popular 36' sailboats every built, and this particular late-model vessel is VERY clean overall and her oiled teak interior shows as new. Also low hours on diesel engine, Harken roller furler with keel-stepped mast, updated rig, galley looks like it's never been used.

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\$54,000



NEW LISTING

See at:
www.marottayachts.com

27' CATALINA 270, 1993

Vessel shows AS NEW and is the Luxury Edition (LE) of this model, which has upgraded components throughout, including all covers, cockpit cushion, deluxe fabric, custom curtains, hot/cold water propane stove, etc. Full battened main with Dutchman flaking, 130% jib with Hoad roller furler. Perkins 18hp diesel. GREAT condition! **\$34,500**

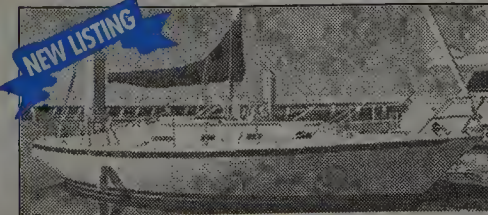


See at:
www.marottayachts.com

30' TARTAN, 1983

Sparkman & Stephens designed racer/cruiser in great shape—lightly used sails new 1996, renewed rigging, updated electronics, diesel engine runs like a top, bottom barrier coated, roomy below with new furnishings. Transferable to Sausalito Yacht Harbor slip.

\$26,000



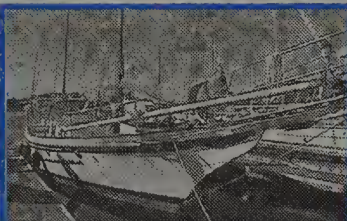
NEW LISTING

35' ERICSON MKII, 1971

The Bruce King designed Ericson 35 is an affordable fiberglass aft-cockpit classic with a hand laid FRP hull, moderate draft, swept-back fin keel and semi-balanced spade rudder. She was produced essentially unchanged for almost 25 years, a testimony to the designer's talents.

\$22,500

100 BAY STREET • SAUSALITO • CALIFORNIA 94965



47' VAGABOND, 1984.
Bristol, Isomat alum. spars.
New genset not installed.
Ready to cruise.
\$210,000.

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43' MORGAN, '85. Center cockpit. Master stateroom, shower & tub. Sloop rig. New electrical system, autohelm, radar. **\$115,000. Motivated Seller!**



38' CHEOY LEE KETCH, '78.
Beautiful lines, vessel in great shape.
Slip in Son Diego. Priced to sell at **\$49,900.**



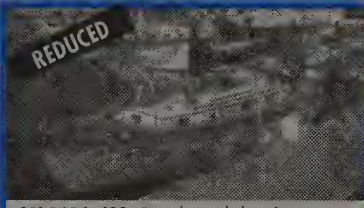
46' SPINDRIFT, '83. Similar to KP 46. Meticulously maintained. Dark Blue hull. Teak decks. Beautiful inside and out. Well equipped. **Reduced to \$175,000.**



47' TAYANA, 1991. Center cockpit, 2 staterooms, of queen, forward pullman, cruise equipped, Robert Perry design. **Asking \$265,000.**



44' CHERUBINI, '80.
Bristol has been continually upgraded. She is the only one on the West Coast. Built in America. **\$450,000.**



40' BABA, '83. Great layout below, 2 staterooms, beautiful woodwork. Roller furling headsail, well maintained, Monitor windvane, Icom SSB, AP. **\$149,000.**

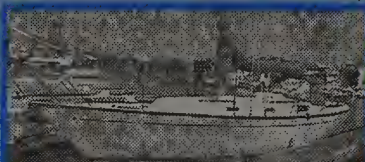


40' SABRE 402, '96.
Like new. Loaded with gear. Fabulous galley. Sails like a dream. Top Quality. **\$269,000.**



CT 41 KT, '73
Bristol, cruise ready, autopilot, radar, must see - great sail inventory
Asking \$75,000.

SAIL				POWER			
65' MacGregor	'86	109,000		35' Ericson	'79	33,000	
57' Bermuda ketch	'75	79,000		35' Warrior	Reduced	22,500	
54' Roberts (steel)	'83	260,000		35' Santana	'79	32,000	
51' Beneteau	'87	125,000		35' Island Packet	'92	139,000	
50' Gulfstar MKII	2 from	112,000		35' Tradewinds	'84	88,000	
48' C&C LF	'80	159,000		35' Chris Craft	2 from	26,000	
47' Northwind	'85	199,000		35' Rafiki	'80	59,000	
45' Freedom	'91	244,000		34' C&C	'85	39,500	
45' Liberty 458	'83	198,000		34' Catalina	'86	56,000	
45' Hunter	2 from	122,000		33' Hans Christen	4 from	99,000	
44' Swan 441, refurbished	'79	209,900		33' Tartan	'82	39,000	
44' Norseman AC	'80	185,000		33' CSK	'65	18,900	
44' Christian motorsailer	'67	44,000		33' Norwest	'77	55,000	
44' Peterson	'81	115,000		32' Pearson Vanguard	'63	29,500	
44' Lapworth CC	'77/'84	99,000		32' Herreshoff	'88	45,000	
44' Lancer	'80	90,000		31' Pacific Seacraft Mariah	'80	80,000	
43' Gulfstar	'76	89,900		31' Sea Runner trimaran	'78	27,500	
43' Wauquiez	'82	159,500		30' Spidsgaffer	'47	42,000	
43' Hans Christian	Reduced	165,000		30' Hunter	'90/'92	35,000	
43' Spindrift PH	2 from	95,000		30' Lancer Mk V	'80	25,000	
43' Serendipity	'81	86,500		30' Tartan	'75	24,000	
43' Endeavour	'81	175,000		30' Santana	'75	19,500	
42' Custom Schooner	'72	39,000		30' Catalina	'77	18,900	
42' Lu-kat	'00	299,000		30' Cal	'69	15,000	
42' S&S	'70	57,500		30' Lyle Hess NICE	'97	145,000	
41' Sea Tiger	'73	59,900		29' Ericson	'73	18,000	
39' Cal	'82	77,500		29' C&C	'86	24,000	
38' Downeaster	2 from	55,000		29' Hunter	'00	65,000	
38' Morgan 381	'93	129,500		28' Tradewinds	'67	24,500	
38' Morgan	'79	52,000		28' Islander	'78	25,000	
37' Rafiki	'77	75,000		28' Jensen	'60	22,000	
37' Islander	'86	65,000		28' Hunter	'96	39,500	
37' O'Jays	'80	49,000		27' Newport	2 from	12,000	
36' Cape George NICE	'90	152,000					
36' Islander Freeport	'79	65,000		65' Pacemaker cert. 49 + bus.	'72	499,900	
36' Islander	'75	39,000		60' Hartog	'84	99,000	
36' Custom Schooner	'72	39,000		58' Spindrift	'85	319,000	
36' Hunter	'80	31,900		57' Burger (alum flybridge)	'62	450,000	
36' Catalina	'92	84,000		57' Chris Craft	2 from	155,000	
35.5' Beneteau 92	'92	89,000		56' Fellows & Stewart	'27	55,000	
35.5' Hunter	'91	59,500		55' Stephens	'58	199,000	
35' Cheoy Lee NICE	'79	64,500		53' Carver	'99	600,000	
				53' Hatteras convertible	'72	249,000	
				52' Hershey CMY	'85	274,500	



38' MORGAN, '79.
Yanmar diesel with low hours, new dodger, stall shower, large galley, Sausalito slip. **\$52,00**
Also 38' '93 @ \$129,500



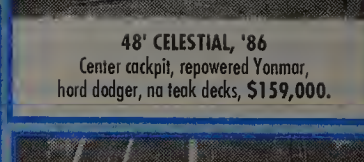
44' SWAN, '79.
Ron Holland design, completely refurbished, Perkins 4-108, 1300 hrs.
\$209,000



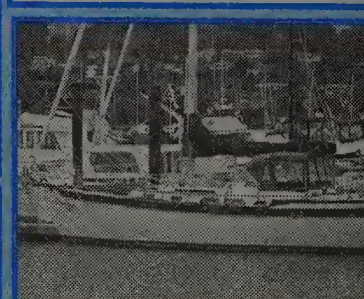
41' KETENBURG, '66. One of Paul Kettenburg's first fiberglass boats. Universal diesel, traditional Honduran mahogany interior. **\$39,500.** Also 50' '63 at \$70,000.



43' HANS CHRISTIAN, '82
Traditional KT. New electronics, 7kw genset, Scuba compressor, more! **\$165,000.**



48' CELESTIAL, '86
Center cockpit, repowered Yanmar, hard dodger, na teak decks. **\$159,000.**



45' LIBERTY 458
Loaded with cruising equipment, Perkins 4-236, Hood Vectran sails, quality crafted teak interior.
Asking \$197,500.

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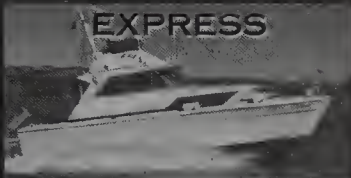
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CHEROKEE



26' CLASSIC MOTOR LAUNCH. Cherokee is a well-known, much loved member of the SF Bay Classic Fleet. Dsl engine, tons of charm, beautifully decorated. Asking \$27,250.

EXPRESS



33' CHRIS CRAFT EXPRESS. Twins, flybridge, pilot-house, radar, AP, GPS, all glass, ideal family cruiser/spartfisher. Very nice condition, more! Ask \$29,000.

BURMA TEAK MOTORSAILER



TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, canvas enclosures, full galley, sparkling varnish. STUNNING BEAUTY, great cruiser! \$34,500.

FRIENDSHIP SLOOP



36' FRIENDSHIP SLOOP. Excellent Earl James Co. fiberglass construction. Lead keel, a/b, galley. Beautiful traditional lines, sleeps 4, sails great, turns heads wherever she goes. Asking \$26,000.

HERRESHOFF H-28



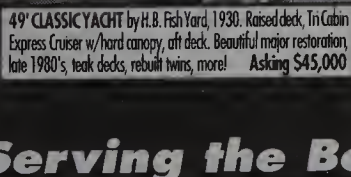
31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.

WELLCRAFT EXPRESS



29' WELLCRAFT EXPRESS CRUISER in EXCEPTIONAL CONDITION. Much sought after model, trim tabs, twin 230hp Mercruiser V-8s, swim plat. Outriggers, galley, shower, much more! Asking \$27,950.

CLASSIC YACHT



49' CLASSIC YACHT by H.B. Fish Yard, 1930. Raised deck, Tr Cabin Express Cruiser w/hard canopy, aft deck. Beautiful major restoration, late 1980's, teak decks, rebuilt twins, more! Asking \$45,000

SAIL

68' PILOT CUTTER "AEGLEUS", Big, trad, ocean racer, rebuilt 1990. Must see! 99,500

66' STA'S L SCHOCK/BOEING SCHOONER, 1934. Rebuild just completed. Some refit left. Dsl 150,000/offers

55' LESTER STONE Classic Yawl, dsl, lots equip., great cruiser Ask 44,000

51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT . Ask 97,500

48' OA, 36' OD, Classic, 1937 Gaff yawl, dsl, wormth & charm Ask 30,000

43' DUTCH STEEL PH KETCH, dsl, dual helms, lots done, some more to do .. \$9,000

43' LOD, ALDEN SCHOONER at Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity . Asking 55,000

41' BLOCK ISLAND CTR. Dsl, roller furl, wheel, dbl-ended, Beaut. interior, tough cruiser w/great potential Ask 49,500

40' KETTERBERG sloop, dsl, clean 26,000

40' SANTA CRUZ prototype, looks like new! perform/cruise, new dsl, ++ 75,000

39' TRADITIONAL DANISH KETCH, double-ended, dsl, copper riveted, wheel, priv. stateroom. A big, strong Scandinavian looking for love 34,500/offers

36' SAM CROCKER CLASSIC SCHOONER, by Boston's LAWLEY YARD. Dsl. Great lines & layout. A winter project worth doing & is operational now. WONDERFUL BARGAIN at Asking 6,900

36' PACIFIC SEACRAFT CTR, strong, loaded, dbl-ended cruiser Ask 80,000

34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Ask 24,950

34' NICHOLS cruising sloop, I/B .. 12,000

33' RHODES WINDWARD, famous design, sloop, I/B Asking 12,000

32' WESTSAIL CTR, F/G, dsl, more 37,950

32' ISLANDER SLP. Dsl, nice & well equipped Asking 32,500

31' MOTORSAILER, center cockpit, '54 Sweden, dsl, fireplace, more . Ask 20,000

30' BIRD class sloop, classic, well-found, GREAT condition, w/fresh O/B 9,600

30' CAL 230, slp, dsl Asking 22,000

30' MORGAN 30-2 performance cruising sloop, I/B, very clean 22,000

30' CHEOY LEE Bermuda sloop, riveted teak, much recent work, O/B . Asking 9,500

29' PHIL RHODES slp proj. boat Ask 6,000

28' ELDRIDGE McGINNIS SAMURAI SLP. Dsl, quality wood, full cover, good opportunity & good cruiser 6,900/offers

27' HUNTER sloop, dsl I/B plus O/B, roller furling, more! Nice boat Ask 12,000

26' S-2 SLP Dsl, glass center cockpit, aft cabin, Avon & mtr & more. 17,500/ask

26' THUNDERBIRD sloop, O/B, race equipped, full cover, good fun/starter boat Only 1,500/offers

24' ED MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. ... Asking 8,500

19' SAM DEVLIN "WINTER WREN". Legendary cruiser/trailer-sailer. Loaded w/top-quality gear including wood stove. Must see! A masterpiece! ... Asking 16,500

POWER

70' EUROPA TYPE TRAWLER, Can. built, loaded & in excellent condition. Economical Cummins V-12 power. An outstanding vessel Asking 199,000

61' STEEL TUG, recent refit, 600+hp Cat dsl, good condition Try 45,000/offers

50' STEPHENS AFT CABIN, flush deck motor yacht, '65, F/B, PH, twin 671 diesels, 12K genset 98,500/offers

44' MARINE TRADER TRAWLER, tri-cabin, dsl, radar, plotter, 2 helms, much more! Very desirable boat ... Asking 70,000

42' OLYMPIC 1929 CLASSIC. Twin diesels, tri-cabin Asking 65,000

42' SUNNEFJORD FB, aft stateroom, sedan cruiser, diesel, loaded, very high quality, genset, 2 heads ++ 142,000

38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, quality \$9,500

36' BREUIL sport fish, F/G, twins, F/B, genset, lots of potential Try 7,700

35' CHRIS CRAFT Exp., twins, dln. 15,200

34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500

33' CHRIS CRAFT sdn, '48, sharp! . B, 500

31' PACEMAKER SPORTFISH, beautiful condition, near new twins Ask 32,000

29' TOLLYCRAFT BRIDGE DECK cruiser, twins, just hauled, runs well, BARGAIN! 8,500

28' BAYLINER Sunbridge, '80, V8, Delta canvas Try 15,000

28' CARVER, nice/roomy, O/D ... 12,950

28' CLASSIC DEWEY EVERS sedan cruiser, V-8, show winner 75,000

28' CHRIS CRAFT Cavalier, nice ... 12,000

26' BAYLINER 2352 TROPHY, '00, trlr, o/d, only 10 hrs on dock! 38,500

25' BAYLINER CIERRA, '88, very nice. Full Delta canvas Asking 39,500

25' HERRESHOFF STYLE TUG, dsl, very nice, lots of character 8,000

23' FORMULA THUNDERBIRD w/trlr, V8, GPS, VHF, depth, downriggers, chart plotter & more Asking 12,000

20' SEA SWIRL, '96, trlr, 225hp .. 23,000

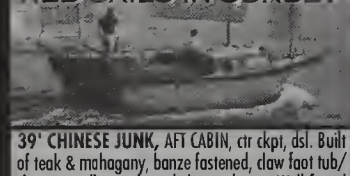
18' SEARAY, trlr 15,500

TAHITI KETCH



35' TAHITI KETCH. Dsl, teak & apitong, bronze, lead, new teak decks. Interior finishing needed. Vane, windlass, dodger, new Norseman rig, watermaker, dink, roller furling & more! Asking \$17,500.

RED SAILS IN SUNSET



39' CHINESE JUNK, AFT CABIN, ctr ckpt, dsl. Built of teak & mahogany, banze fastened, claw foot tub/shower, galley, salon, dink on davits. Well-found character boat, lots of fun and comfort. \$39,500.

WILLIAM GARDEN SCHOONER



46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escapade is cedar over oak w/1,408 ft² of sail. Volvo dsl, only 60 hrs reported. 6' 10" headrm, great layout. Very rare offering. Ask \$79,000.

CENTER COCKPIT



41' COLUMBIA CENTER COCKPIT SLOOP. Full dodger, wheel steering, diesel, heater, radar, AP, furling, king off stateroom, LOADED, ready to cruise/live aboard. LOTS OF GEAR! Asking \$69,500.



40' CAL SLOOP. Dsl, wheel, dodger, great rig, 12 bags soils, spinn, self-tnd jib, 8 inches. H&C press H2O, pulpits & lifelines, new dork green LPU, settee, lots new! VERY CLEAN & MORE! Asking \$39,000.



43' STEPHENS SEDAN CRUISER. Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! WONDERFUL YACHT! Asking \$115,000.

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